SHOAL CREEK TRAIL: VISION TO ACTION PLAN

APPENDICES

A. PUBLIC OUTREACH AND ENGAGEMENT

A.1 Public Outreach and Engagement Strategies (5.2017 - 12.2017)
A.2 CAG and TAG Membership
A.3 Public Comments Summary Tables
A.4 Summary Presentation #1: Technical Advisory Group, Community Advisory Group and Community Workshop (6.7.2017 - 6.21.2017)
A.5 Summary Presentation #2: Technical Advisory Group, Community Advisory Group and Community Workshop (8.30.2017 - 9.13.2017)
A.6 Summary Presentation #3: Technical Advisory Group, Community Advisory Group and Community Workshop (11.1.2017 - 11.15.2017)
A.7 Community Advisory Group Meeting #1 Comments (6.14.2017)
A.8 Community Advisory Group Meeting #2 Comments (9.6.2017)
A.9 Community Advisory Group Meeting #3 Comments (11.8.2017)
A.10 Community Workshop #1 Guiding Principles Boards (6.21.2017)
A.11 Community Workshop #2 Focus Area Goals Boards (9.13.2017)
A.12 Community Workshop #3 Priority Projects Posters (11.15.2017)
A.13 Public Review Process Comments (6.2018 - 9.2018)

B. PUBLIC HEALTH

B.1 Community Health Survey Summary and Results (Austin Public Health, 2018)

C. GUIDELINES

C.1 Shoal Creek Interpretive Guidelines (Fermata, 2017)
C.2 Sustainable Landscape Guidelines (Siglo Group, 2017)

D. PHASING AND FUNDING

D.1 Detailed Phasing and Funding Strategy by Sub-Segment

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Shoal Creek Trail: Vision to Action Plan
Public Outreach & Engagement Strategies - Community Workshops
May to December 2017

Community Workshops Dates & Attendance:

- **June 21, 2017** at Cirrus Logic Conference Center downtown, Estimated attendance: over 80 people
- **September 13, 2017** at Congregation Beth Israel at 38th Street, Estimated attendance: over 100 people
- **November 15, 2017** at Rock Rose Hall at the Domain, Estimated attendance: over 50 people

Overarching:

- Shoal Creek Conservancy coordinated all outreach with City of Austin Public Works PIO.
- A Community Advisory Group (CAG) and Technical Advisory Group (TAG) guided development of the Plan. Each group meet three times during the planning process.
    - TAG members served as subject matter experts and guided the creation of the plan by providing information and reviewing plan concepts and drafts. The TAG consists of representatives of 19 City of Austin departments and divisions as well as other public entities with an interest in Shoal Creek.
    - The CAG consists of representatives of 71 neighborhood associations, major employers and nonprofit organization and other stakeholder groups with an interest in Shoal Creek and the trail.
    - A list of CAG and TAG members is available at www.shoalcreekconservancy.org/trailplan.

Engagement Strategies Employed:

Leveraging Partnerships:

- Emailed over 25 partner nonprofits and businesses to inform them of the meetings and to ask them to help with promotion through newsletter articles, facebook posts and other outlets (such as Downtown Austin Alliance, Chamber of Commerce, Bike Austin, Austin Parks Foundation and others)
- Sent targeted emails to key stakeholder group contacts asking them attend workshops
- Emailed all 41 neighborhood association presidents and/or newsletter contacts within the watershed to ask them to share information on nextdoor, through listservs and in newsletters
- Asked Community Advisory Group members to assist with promotion of workshops to their networks
- Requested opportunity to give a presentation/share materials about the Trail Plan at meetings of all 41 neighborhood and homeowners associations in the watershed as listed on the City's Community Registry. Presentations given and scheduled to date include:
    - Brentwood Neighborhood Association Labor Day Parade - September 4, 2017
    - Highland Park Neighborhood Association Meeting - September 11, 2017
    - Crestview Neighborhood Association Meeting - September 11, 2017
    - Brentwood Neighborhood Association Steering Committee Meeting - October 4, 2017
    - Ridgelea Neighborhood Association Meeting - October 16, 2017
    - Pemberton Heights Neighborhood Association Picnic - October 21, 2017
    - North Shoal Creek Neighborhood Association Meeting - November 7, 2017
    - Wooten Neighborhood Association Meeting- November 13, 2017
    - Allandale Neighborhood Association Meeting - December 6, 2017
- Asked targeted contacts in neighborhoods to post information about the Trail Plan and workshops on NextDoor
- Requested assistance from Council Members Pool, Alter and Tovo in promoting workshops to their constituents. Council Member Pool's office assisted with outreach to neighborhood associations. Each

office is represented on the Community Advisory Group.

Utilizing Conservancy Outlets:

- Maintained Shoal Creek Conservancy web page with up-to-date project information, all meeting materials and a map of community feedback: www.shoalcreekconservancy.org/trailplan
- Promoted the workshops on the Conservancy website homepage and events pages, blog posts
- Consistent posts on social media outreach on Conservancy platforms including: regular Facebook posts and paid boosts (20140 likes), weekly Instagram posts (535 followers), weekly Twitter (500 followers)
- Included information about the Trail Plan in the Conservancy's e-newsletter each month, list includes 1,315 email addresses with an open rate of 30%
- Sent e-blasts to Conservancy's email lists of 1,455 stakeholders focusing on the workshop and Trail Plan

Additional Strategies

- Hosted workshops in different locations within the watershed to increase geographic representation, including Cirrus Logic downtown, Congregation Beth Israel at 38th Street and the Domain
- Secured food donations and arranged kids activities by Austin Youth Riverwatch to encourage attendance at the first two workshops
- Utilized an open house strategy for the second and third workshop to allow people with less time to attend
- Posted events details on free Austin online calendars, such as Austin Chronicle and Austin 360
- Distributed over 400 flyers about the workshops throughout the watershed. Strategies included:
    - Posting flyers at businesses and public meeting spaces, such as coffee shops, sporting goods stores, UT Campus and other locations
    - Distributed flyers about the workshops at SCC attended and hosted public events
    - Distributed media advisories to all Austin media outlets prior to the workshops and distributed a press release following the first workshop, resulting the below coverage available at www.shoalcreekconservancy.org/trailplan:
        - June Workshop coverage: Austin American-Statesman and Community Impact
        - September Workshop coverage: Austin Monitor and KXAN
        - November Workshop coverage: CBS
- Posted 4 "yard signs" with information about the workshop along the trail (at 6th Street, Duncan Park and 38th Street) prior to the September meeting

Questions? Please contact Joanna Wolaver, Executive Director at Shoal Creek Conservancy at joanna@shoalcreekconservancy.org or 512-474-2412.

Community Advisory Group (CAG) of the Shoal Creek Trail Plan - DRAFT, September 21, 2017	
Affiliation	**Contact Name**
Allandale Neighborhood Assocation	Rand Zumwalt/Kata Carbone
Aspen Heights (The Independent)	Ryan Fetgatter
Austin B-cycle	Nick Olivier
Austin Community College	Mary Ann Cicala
Austin Metro Trails and Greenways	Jeb Boyt
Austin Parks Foundation	Katie Robillard
Austin Ridge Riders	Kent Browning
Austin Youth River Watch	Melinda Chow
Balcones Resource Inc.	Sara Koeninger
Bicycle Sport Shop	Hill Abell
Bike Austin	Carson Chavanna
Brentwood Neighborhood Assocation	Bob Ward
Brentwood Neighborhood Planning Area	Travis Young/Laton Carr
Butler Family Interests	Matt Harriss
Cajas Digital Agency and Hispanic Chamber of Commerce	Joseph R. Cajas III
Chamber of Commerce	Tina Cannon/Torrie Bethany
Cielo (3rd and Shoal Creek)	Tyler Buckler
Cirrus Logic	Bill Schnell
Congregation Beth Israel	Lilo Pomerleau
Council Member Alter's Office	Kurt Cadena-Mitchell
Council Member Leslie Pool's Office	Louisa Brinsmade
Council Member Tovo's Office	Ashley Richardson
Crestview Commons	Matt Armstrong
Crestview Neigborhood Association, Crestview Neighborhood Planning Area	Jay Menna/Mike Lavigne
Doucet and Associates, Inc.	Tom Hegemier
Downtown Austin Alliance	Melissa Barry
Downtown Austin Neighborhood Assocation	Chris Riley
ECHO	Katie Rose/Ann Howard
Endeavor	Jamil Alam
Evolve Austin Partners	Andy Cantú
Families in Nature	Emily Binford
Fermata, Inc.	Ted Eubanks
Friends of Judges Hill Neighborhood	Philip Wiley
Google	Tim Murphy
GSD&M	David Rockwood/Cara Mashler
Halff Associates	Mike Moya
Headwaters School	Ted Graf
Highland Neighborhood Association	Nick Pellicciotto
Highland Neighborhood Planning Area	Alex Papavasiliou/Katina Daniel
Highland Park/ West Balcones Neigborhood Association	Wallis Goodman
Hill Country Conservancy	George Cofer
Lamar Middle School	George Llewellyn
Long Family	Carolyn and Jack Long
Meadows Center for Water and the Environment	Meredith Miller
North Shoal Creek Neighborhood Association	Kevin Wier
Old Austin Neigborhood Association	Michael Portman
Old West Austin Neighborhood Association (OWANA)	George Warmingham

Community Advisory Group (CAG) of the Shoal Creek Trail Plan - DRAFT, September 21, 2017	
Affiliation	**Contact Name**
Pease Park Conservancy	Andy Gill
Pemberton Heights Neighborhood Assocation	Fred Dure, Marion Forbes
Real Estate Council of Austin	Nick Moulinet/Dianne Bangle
REI	Ivey Kaiser
Ridgelea Neighborhood Assocation	Jesse Greendyk
SCC Historic Bridges Committee	Charles Peveto
Self	Richard Holt
Self	Jimena Cruz
Seton Hospital	Veronica Segura
Shoal Creek Saloon	Ray Canfield
Sierra Club	Jennifer Walker
Silcon Labs	Brian Mirkin
Spring Condos	Sara Koeninger
Texas Archives Commission, Library Commission (Advisory Role Only)	Mark Smith
The Trail Foundation	Rachel Rountree
Travis Audubon	Joan Marshall
Travis County Historical Commission	Bob Ward
Tree Folks	Thais Perkins
UT Pickle Research Center	Cliff Frohlich
UT, Real Estate Office	Amy Wanamaker
UT, Sustainability Office	Jim Walker
Walker Partners	Nicholas Kehl
Waller Creek Conservancy	Melissa Ayala

Technical Advisory Group (TAG) of the Shoal Creek Trail Plan - DRAFT January 8, 2018

Name	Position/Interest	Department/Agency
Alex Burton	Public Information Specialist	Public Works Department
Andrea Bates	Environmental Program Coordinator	Watershed Protection Department
Anne Milne	Urban Design Reviewer	Planning Development & Review Department: Urban Design
Ashley LeMaistre	Program Coordinator	Public Health
D'Anne Williams	Landscape Architect/Trails Coordinator	Parks and Recreation Department
Darcy Nuffer	Landscape Architect	Watershed Protection Department
Darien Clary	Sustainability Manager	AISD
Everett Beldin and Alfred Trejo	Senior Police Officer	APD
John Biehn	Electric Distribution Designer Sr.	Austin Energy
Greg Kiloh	Redevelopment Project Manager	Economic Development Department
Janae Spence	Project Coordinator	Public Works Department
John Gillum	Facilities Process Manager	Austin Public Library
Jonathan Garner	Environmental Review Specialist	Development Services Department
Jolinda Marshall	TOD Manager	Cap Metro
Katina Boher	Engineer	Watershed Protection Department
Kevin Koeller	Supervising Engineer	Austin Water
Kris Hafezizadeh	Director of Transportation	AISD
Lonny Stern	Community Involvement Coordinator	Cap Metro
Marc Coudert	Environmental Program Manager	Office of Sustainability
Mark Walters	Principal Planner	Planning & Zoning Department
Mateo Scoggins	Environmental Scientist	Watershed Protection Department
Matt Holland	Environmental Program Manager	Watershed Protection Department
Michael Embesi	Community Tree Preservation Division Manager	Development Services Department
Mike McDouglas	Environmental Reviewer	Development Services Department
Nathan Wilkes	Austin Transportation Department spokesman	Transportation Department
Rob Grotty	Urban Forestry Program Manager	Public Works Department
Shannon Halley	Policy Aide	Austin Water
Mike Sexton	Assistant Director of Engineering	CTRMA

OID	Comment	Principle	Origin	Segment
1	Cultural preservation	History & Culture	Origin: CAG 1	Segment: A-4
2	Capturing and communicating stories and history	History & Culture	Origin: CAG 1	Segment: A-4
3	Historic swimming hole near Hancock Branch	History & Culture	Origin: CAG 1	Segment: B-8
4	Historic Draw Bridge that was washed out around here	History & Culture	Origin: CAG 1	Segment: B-8
5	3rd street trestle is Austin's chance at mini High Line.	History & Culture	Origin: CW 1	Segment: A-1
6	Interested in preservation, historical signage, and lighting at 6th bridge	History & Culture	Origin: CW 1	Segment: A-2
7	East/West connect at 9th & Baylor alley	History & Culture	Origin: CW 1	Segment: A-2
8	Ghost stories seem to be best Texas stories	History & Culture	Origin: CW 1	Segment: A-3
9	Dancing on picnic tables	History & Culture	Origin: CW 1	Segment: A-4
10	Pease Park was the site of the first womens' soccer league in Austin. Coached often by foreigners.	History & Culture	Origin: CW 1	Segment: A-4
11	Mural at House Park to memorialize high school	History & Culture	Origin: CW 1	Segment: A-3
12	David Demming sculpture to be hosted by Pease Park	History & Culture	Origin: CW 1	Segment: A-4
13	Good story: Leo Manzano, silver Olympic runner, ran this trail in college	History & Culture	Origin: CW 1	Segment: A-4
14	I admit I like graffiti and street art	History & Culture	Origin: CW 1	Segment: A-6
15	Tell the story of 1850 National Register house at 4810 Sinclair Ave	History & Culture	Origin: CW 1	Segment: B-8
16	Mid-Century Modern house on Strass Drive	History & Culture	Origin: CW 1	Segment: B-8
17	Brentwood Neighborhood Association historian knows stuff and has website	History & Culture	Origin: CW 1	Segment: B-8
18	Shale/fossil/fools gold here	History & Culture	Origin: CW 1	Segment: B-9
19	Grew up on trail, went on nature adventure walks with grandmother	History & Culture	Origin: CW 1	Segment: B-9
20	Plesiosaur remains found here in 1990 (see Austin-American Statesman article)	History & Culture	Origin: CW 1	Segment: B-9
21	Origin/location (Evan Thompson) [of Shoal Creek Headwaters?]	History & Culture	Origin: CW 1	Segment: C-11
22	Historic district in PRC (old warehouses, etc.)	History & Culture	Origin: CW 1	Segment: C-11
23	Pickle Research historic architecture	History & Culture	Origin: CW 1	Segment: C-11
24	Art projects in plan for bridges at Steck, Crosscreek, and Rockwood by North Shoal Creek NA	History & Culture	Origin: CW 1	Segment: C-10
25	Urban legend of Shoal Creek is hidden	History & Culture	Origin: CW 1	Segment: C-10
26	There are great murals on the elementary school portable buildings	History & Culture	Origin: CW 1	Segment: C-10
27	Recent/modern history	History & Culture	Origin: CW 1	Segment: C-10
28	Music history	History & Culture	Origin: CW 1	Segment: C-10
29	Rail Trestle Improvement (pedestrian use/historical marker)	History & Culture	Origin: CW 1	Segment: A-1
30	Austin began here	History & Culture	Origin: CW 2	Segment: A-1
31	State School for Deaf & Blind Colored Children was formerly here.	History & Culture	Origin: CW 2	Segment: B-7
32	Let's join the Texas Heritage Trail Program with Austin Memorial Park	History & Culture	Origin: CW 2	Segment: B-8
33	Create an interpretive exhibit on the history of UT facility. It was originally a Department of War magnesium plant for bomb production.	History & Culture	Origin: CW 2	Segment: C-11
34	Texas Historical Commission's Historical Trails pass through 53 Texas cemeteries	History & Culture	Origin: CW 2	Segment: B-8
35	The Historical Commission has dedicated this area to the cemetery.	History & Culture	Origin: CW 2	Segment: B-8
36	Make welcoming signage - marketing	History & Culture	Origin: CW 2	Segment: A-1
37	Mouth of Shoal Creek is where Austin began - create opportunities to interpret it history.	History & Culture	Origin: CW 2	Segment: A-1
38	Cesar Chavez was a man, not a road: interpret the history.	History & Culture	Origin: CW 2	Segment: A-1
39	Seaholm Intake and Waterfront planning is currently underway.	History & Culture	Origin: CW 2	Segment: A-1
40	Interpret the history of the Waterloo settlement.	History & Culture	Origin: CW 2	Segment: A-1
41	Install and display public art.	History & Culture	Origin: CW 2	Segment: A-3
42	Can we make this area fun with art, etc., so it is not just ugly warehouses?	History & Culture	Origin: CW 2	Segment: C-11
43	Make underpass very attractive with installations like the "Hanging Fish" in downtown San Antonio.	History & Culture	Origin: CW 2	Segment: C-11
44	Texas Heritage Trails is for scenic driving routes, not trails	History & Culture	Origin: CW 3	Segment: B-8
45	This is an active cemetery to this day - trail inappropriate	History & Culture	Origin: CW 3	Segment: B-8
46	3 acres on west side of Shoal Creek historically belong to Austin Memorial Park	History & Culture	Origin: Email	Segment: B-8

OID	Comment	Principle	Origin	Segment
1	Erosion issues-need to educate businesses and property owners	Natural Resource & Ecology	Origin: CAG 1	Segment: A-2
2	Spring protection and education needed	Natural Resource & Ecology	Origin: CAG 1	Segment: A-2
3	Upkeep of dead roots	Natural Resource & Ecology	Origin: CAG 1	Segment: A-2
4	More bushes in Duncan Park to decrease runoff	Natural Resource & Ecology	Origin: CAG 1	Segment: A-3
5	Water Quality	Natural Resource & Ecology	Origin: CAG 1	Segment: A-2
6	House Park problems with invasive species and poison ivy –Pease Elementary students hike down there to do water quality tests	Natural Resource & Ecology	Origin: CAG 1	Segment: A-3
7	Lamar at 15th and north opportunity to introduce green in a sea of cement	Natural Resource & Ecology	Origin: CAG 1	Segment: A-3
8	Limiting impervious cover	Natural Resource & Ecology	Origin: CAG 1	Segment: A-3
9	There is a lot of erosion along here.	Natural Resource & Ecology	Origin: CAG 1	Segment: A-4
10	Protect creek and mitigate flooding	Natural Resource & Ecology	Origin: CAG 1	Segment: A-4
11	Remove off leash area to protect water quality	Natural Resource & Ecology	Origin: CAG 1	Segment: A-5
12	Focus on shade and natural areas	Natural Resource & Ecology	Origin: CAG 1	Segment: A-5
13	More trees near the gazebo	Natural Resource & Ecology	Origin: CAG 1	Segment: A-6
14	Preserving nature	Natural Resource & Ecology	Origin: CAG 1	Segment: A-6
15	Flooding near Congregation Beth Israel	Natural Resource & Ecology	Origin: CAG 1	Segment: B-7
16	Look into more permeable parking at Congregation Beth Israel	Natural Resource & Ecology	Origin: CAG 1	Segment: B-7
17	Lack of shade	Natural Resource & Ecology	Origin: CAG 1	Segment: B-9
18	Very hot during the summer, needs trees	Natural Resource & Ecology	Origin: CAG 1	Segment: C-10
19	Consider alternative or green infrastructure to help reduce impacts or roads impervious cover	Natural Resource & Ecology	Origin: CAG 1	Segment: C-10
20	Environmental restoration at [apparent] headwaters	Natural Resource & Ecology	Origin: CAG 1	Segment: C-11
21	Flood detention/water management-expand and modernize existing storm water areas	Natural Resource & Ecology	Origin: CAG 1	Segment: C-11
22	Trees everywhere	Natural Resource & Ecology	Origin: CW 1	Segment: A-1
23	Good hole for snapping turtles and other aquatic life	Natural Resource & Ecology	Origin: CW 1	Segment: A-2
24	Wetland rain garden would be good here	Natural Resource & Ecology	Origin: CW 1	Segment: A-3
25	Still an active bat habitat (12th street bridge)	Natural Resource & Ecology	Origin: CW 1	Segment: A-3
26	Trees anywhere possible along trail	Natural Resource & Ecology	Origin: CW 1	Segment: A-3
27	Erosion control	Natural Resource & Ecology	Origin: CW 1	Segment: A-3
28	Shade	Natural Resource & Ecology	Origin: CW 1	Segment: A-4
29	Trees are great but would also love sections of prairie such as this one north of the volleyball court	Natural Resource & Ecology	Origin: CW 1	Segment: A-4
30	Increase use of pervious surfaces in trails, parks, and wherever possible (avoid using asphalt and concrete in trail)	Natural Resource & Ecology	Origin: CW 1	Segment: A-4
31	Need to control and remove ligustrum and other invasive plants	Natural Resource & Ecology	Origin: CW 1	Segment: A-5
32	Get cichlids (fish) in stream again	Natural Resource & Ecology	Origin: CW 1	Segment: A-5
33	Create small dams and pump water from Lady Bird	Natural Resource & Ecology	Origin: CW 1	Segment: A-5
34	Wood ducks	Natural Resource & Ecology	Origin: CW 1	Segment: A-6
35	"Signal Oak" (tied down by Comanches) at Seider Springs	Natural Resource & Ecology	Origin: CW 1	Segment: A-6
36	Preserve riparian zone and wetlands on site/maintain native plant community	Natural Resource & Ecology	Origin: CW 1	Segment: B-7
37	Respect and repair the trail and creek sides native trees and vegetation	Natural Resource & Ecology	Origin: CW 1	Segment: B-7
38	King fishers were here but gone now	Natural Resource & Ecology	Origin: CW 1	Segment: B-9
39	Question about floodplain change within last decade	Natural Resource & Ecology	Origin: CW 1	Segment: B-9
40	Is this flooding area away from the creek due to local flooding (storm drains) or from the creek?	Natural Resource & Ecology	Origin: CW 1	Segment: B-9
41	Urban drainage	Natural Resource & Ecology	Origin: CW 1	Segment: B-9
42	Brush dumping by residents	Natural Resource & Ecology	Origin: CW 1	Segment: C-10
43	Acres of unused impervious cover	Natural Resource & Ecology	Origin: CW 1	Segment: C-10
44	Pleasant meadows	Natural Resource & Ecology	Origin: CW 1	Segment: C-11
45	Start cutting invasive trees and remove silt from this area	Natural Resource & Ecology	Origin: CW 1	Segment: A-2
46	Coyotes are everywhere (eg Confederate Home)	Natural Resource & Ecology	Origin: CW 1	Segment: A-3
47	Coyotes on yard and Grove	Natural Resource & Ecology	Origin: CW 1	Segment: B-7
48	Protect natural environment (wildlife/birds)	Natural Resource & Ecology	Origin: CW 1	Segment: B-7
49	Coyotes in park	Natural Resource & Ecology	Origin: CW 1	Segment: B-8
50	A lot of trash in this area	Natural Resource & Ecology	Origin: CAG 1	Segment: B-8
51	Present Park as "natural area"	Natural Resource & Ecology	Origin: CW 1	Segment: A-5
52	Flood plain mitigation pond	Natural Resource & Ecology	Origin: CW 1	Segment: C-10
53	Abandoned utility lines are eroding and dangerous to people walking down creek bed	Natural Resource & Ecology	Origin: CW 1	Segment: B-8
54	Little Shoal Creek begins here.	Natural Resource & Ecology	Origin: CW 2	Segment: A-1
55	Protect natural areas and preserve heritage trees. Some trails may be too wide and poorly located.	Natural Resource & Ecology	Origin: CW 2	Segment: B-7
56	Area bought out as flood mitigation after 1981 flood. Some type of historical marker/sign?	Natural Resource & Ecology	Origin: CW 2	Segment: B-7
57	Fossil/patch on creek here.	Natural Resource & Ecology	Origin: CW 2	Segment: B-7
58	This is a good size open field (between TV studios and Shoal Creek). There are trees along the creek. Instead of developing recreation here, keep it "wild" by planting butterfly-friendly plants for habitat and observation.	Natural Resource & Ecology	Origin: CW 2	Segment: C-10
59	Herons, coyotes, hawks and occasional ducks live here. We live here and observe them. This is an underutilized urban wildlife field science opportunity for AISD students and the Austin public.	Natural Resource & Ecology	Origin: CW 2	Segment: CB-9
60	Trails should be context-sensitive.	Natural Resource & Ecology	Origin: CW 2	Segment: B-9
61	There are nice flowers in bloom in the spring - nice natural open space.	Natural Resource & Ecology	Origin: CW 2	Segment: C-10
62	Little Shoal Creek tunnel is here: add a historical marker or other info here.	Natural Resource & Ecology	Origin: CW 2	Segment: A-1
63	Bars live under this bridge.	Natural Resource & Ecology	Origin: CW 2	Segment: A-3
64	400 cubic yards of soil	Natural Resource & Ecology	Origin: CW 2	Segment: A-2
65	I am concerned with the impact of building 14' concrete paths to tree and environment.	Natural Resource & Ecology	Origin: CW 2	Segment: C-11
66	Rain gardens need to have low vegetation that does not impact visibility; no branches to hit cyclists; no mulch that washes onto the trail (bark, gravel, sand are all dangerous).	Natural Resource & Ecology	Origin: CW 2	Segment: A-6
67	Rain gardens should not drain over paths.	Natural Resource & Ecology	Origin: CW 2	Segment: A-6
68	Silts on the trail	Natural Resource & Ecology	Origin: CW 2	Segment: A-6

OID	Comment	Principle	Origin	Segment
69	City right-of-way should be identified and re-developed, or un-developed- t provide parkland for all the density and ensure good drainage, walking and biking with tree cover. Concerned about these issues where the Hancock branch goes under Burnet.	Natural Resource & Ecology	Origin: Email	Segment: B-8
70	Redevelopment of water and waste water utilities should be removed from the creeks and be designed to facilitate good street drainage.	Natural Resource & Ecology	Origin: Email	Segment: B-8
71	Edible landscape and fruit trees: partner with Urban Patchwork and TreeFolks to create a food forest.	Natural Resource & Ecology	Origin: Email	Segment: A-5

OID	Name	FolderPath	Origin	Segment
1	Switchbacks at 3rd	Connectivity & Community Access	description: CAG 1	Segment: A-1
2	Pedestrian bridge at 3rd	Connectivity & Community Access	description: CAG 1	Segment: A-1
3	Needs more access in and out of trail on 6th	Connectivity & Community Access	description: CAG 1	Segment: A-2
4	Connectivity to Butler Trail will drastically increase usage. We need to anticipate future usage and widen trail	Connectivity & Community Access	description: CAG 1	Segment: A-1
5	Connection to Seaholm/Trail/Intake at Lake	Connectivity & Community Access	description: CAG 1	Segment: A-1
6	Connection of trail improvements to library improvements	Connectivity & Community Access	description: CAG 1	Segment: A-1
7	Pedestrian and bike bridge at 7th St: connection to the trail from the East side (connect to West Ave via Cirrus Logic)	Connectivity & Community Access	description: CAG 1	Segment: A-2
8	Needs signage for access	Connectivity & Community Access	description: CAG 1	Segment: A-2
9	Is there an opportunity to connect at 15th (or MLK) East through downtown to Waller Creek and UT	Connectivity & Community Access	description: CAG 1	Segment: A-3
10	House Park needs better access for Pease Elementary and ACC Rio Grande students to explore and study the creek	Connectivity & Community Access	description: CAG 1	Segment: A-3
11	11th/12th St connection to capitol with trail head and sidewalks	Connectivity & Community Access	description: CAG 1	Segment: A-3
12	10th-15th connectivity-more wayfinding for cyclists to access trail from downtown not super intuitive at the moment	Connectivity & Community Access	description: CAG 1	Segment: A-3
13	ACC- large number of students, faculty and staff rely on pedestrian/bike and public transportation	Connectivity & Community Access	description: CAG 1	Segment: A-3
14	Divided trails	Connectivity & Community Access	description: CAG 1	Segment: A-5
15	Allow bikes to cross to east side of Shoal Creek Blvd when trail rejoins road after crossing under 38th going north	Connectivity & Community Access	description: CAG 1	Segment: B-7
16	Need curb cuts north and south of 12th St to allow easier access for bikes [needs both sides of 12th Street at Shoal Creek ADA ramps that can accommodate bicycles)	Connectivity & Community Access	description: CAG 1	Segment: A-3
17	This area is terrible for cyclists, might consider other materials to provide (keep natural) good place for bike but not concrete	Connectivity & Community Access	description: CAG 1	Segment: A-5
18	Pease Park is a neighborhood connection, but also place for UT students in West Campus to walk and ride	Connectivity & Community Access	description: CAG 1	Segment: A-4
19	Need for dual pedestrian and bike path	Connectivity & Community Access	description: CAG 1	Segment: A-4
20	Split between trial use between recreation and commuters	Connectivity & Community Access	description: CAG 1	Segment: A-4
21	Improve bikeway along Lamar	Connectivity & Community Access	description: CAG 1	Segment: A-5
22	At 29th better ways for bikes to get across all street levels	Connectivity & Community Access	description: CAG 1	Segment: A-5
23	Better creek crossing across from St Andrews	Connectivity & Community Access	description: CAG 1	Segment: A-6
24	Need better bike facilities on Shoal Creek Blvd with protected bike lanes	Connectivity & Community Access	description: CAG 1	Segment: B-8
25	Greenbelt South of Allandale connects to Memorial Park but there is no access to trail	Connectivity & Community Access	description: CAG 1	Segment: B-8
26	Trail for Bull Creek/Hancock to NW Rec Center would also provide bike and pedestrian connection to town center at Balcones /2222	Connectivity & Community Access	description: CAG 1	Segment: B-8
27	Possibility to swing off shoal creek onto Hancock Branch to get into Allendale, need to consider intersections and entrance points	Connectivity & Community Access	description: CAG 1	Segment: B-8
28	Protected bike lanes	Connectivity & Community Access	description: CAG 1	Segment: B-9
29	Commercial connectivity	Connectivity & Community Access	description: CAG 1	Segment: C-10
30	Issues with connectivity at Crossing, Anderson Ln, Steck Ave, 183, etc.	Connectivity & Community Access	description: CAG 1	Segment: C-10
31	Protected bike lanes	Connectivity & Community Access	description: CAG 1	Segment: C-10
32	Potentially incorporating trails into North Shoal Creek Neighborhood Plan	Connectivity & Community Access	description: CAG 1	Segment: C-10
33	Commercial opportunity with North Shoal Creek Neighborhood Plan	Connectivity & Community Access	description: CAG 1	Segment: C-10
34	Connectivity issues going past 183	Connectivity & Community Access	description: CAG 1	Segment: C-11
35	Northwest Park is a major neighborhood access point	Connectivity & Community Access	description: CAG 1	Segment: B-9
36	3rd street bridge needs resurfacing	Connectivity & Community Access	description: CW 1	Segment: A-1
37	Need more formal accessible path from 6th bridge	Connectivity & Community Access	description: CW 1	Segment: A-2
38	Connect West Austin Park to Duncan Park and Pease Park	Connectivity & Community Access	description: CW 1	Segment: A-3
39	West Austin Park to Town Lake	Connectivity & Community Access	description: CW 1	Segment: A-3
40	Need ped crossing between 24th-29th streets	Connectivity & Community Access	description: CW 1	Segment: A-5
41	Need path for bikes under 29th	Connectivity & Community Access	description: CW 1	Segment: A-5
42	Low water crossing (not accessible for mobility impaired)	Connectivity & Community Access	description: CW 1	Segment: A-6
43	Bumpy crossing at 34th	Connectivity & Community Access	description: CW 1	Segment: A-6
44	Protect cyclists and walkers along SCB, traffic too fast between 38-45th streets	Connectivity & Community Access	description: CW 1	Segment: B-7
45	4-way stop very hard to cross safely	Connectivity & Community Access	description: CW 1	Segment: B-7
46	If only the proposed northern Grove Bridge near 45th Street were built, it wouldn't be as useful [as the proposed southern crossing]	Connectivity & Community Access	description: CW 1	Segment: B-7
47	Connect arroyo section area with guides [signs] to Shoal Creek	Connectivity & Community Access	description: CW 1	Segment: B-8
48	Need safe cross way here (Shoal Creek Blvd/Allandale)	Connectivity & Community Access	description: CW 1	Segment: B-8
49	Neighbors will fight to keep on-street parking	Connectivity & Community Access	description: CW 1	Segment: B-9
50	Potential for cross-town bikeway [Far West Ave to Justin Ln]	Connectivity & Community Access	description: CW 1	Segment: B-9
51	Bridge access is awkward to ride continuously, great connection though	Connectivity & Community Access	description: CW 1	Segment: B-9
52	The channel 24 TV station has open fields between it and the creek [that offer possible trail connections and recreation space]	Connectivity & Community Access	description: CW 1	Segment: C-10
53	Protected bike lanes and sidewalks needed between 183 & Anderson	Connectivity & Community Access	description: CW 1	Segment: C-10
54	Need safe sidewalk at Shoal Creek Blvd & 183	Connectivity & Community Access	description: CW 1	Segment: C-10
55	Major need for bikes to connect north to Domain & Walnut Creek	Connectivity & Community Access	description: CW 1	Segment: C-11
56	Trail along Burnet on Pickle frontage has better connectivity to transit	Connectivity & Community Access	description: CW 1	Segment: C-11
57	Trail could connect to MetroRail	Connectivity & Community Access	description: CW 1	Segment: C-11
58	Access to Domain limited from West side (multiple train/highway crossings)	Connectivity & Community Access	description: CW 1	Segment: C-11
59	Find UT student proposal presented to Bicycle Advisory Council for completing this section (for reference)	Connectivity & Community Access	description: CW 1	Segment: A-5
60	Bryker Woods connection to Shoal Creek	Connectivity & Community Access	description: CW 1	Segment: A-6
61	Separate bicycles from cars by creating bike path off street	Connectivity & Community Access	description: CW 1	Segment: B-7
62	Ped/bike bridge 25th & Lamar to Pease Park	Connectivity & Community Access	description: CW 1	Segment: A-5
63	Alternative trail on Loraine (jog Pressler)	Connectivity & Community Access	description: CW 1	Segment: A-3
64	Widen the rail R.O.W. all the way down	Connectivity & Community Access	description: CW 1	Segment: C-11
65	5th to 6th walls are failing	Connectivity & Community Access	description: CW 1	Segment: A-2

OID	Name	FolderPath	Origin	Segment
66	3rd street ped bridge needs resurfacing	Connectivity & Community Access	description: CW 1	Segment: A-1
67	Opportunity [to connect through PRC with pathways]	Connectivity & Community Access	description: CW 1	Segment: C-11
68	Unused/open land - possible park	Connectivity & Community Access	description: CW 1	Segment: C-10
69	Formalize trail towards creek where possible	Connectivity & Community Access	description: CW 1	Segment: B-8
70	No one ever parks here, convert to park (especially if ped bridge to the Grove goes here)	Connectivity & Community Access	description: CW 1	Segment: B-7
71	Side trail	Connectivity & Community Access	description: CW 1	Segment: C-10
72	Good navigation signage needed in this area	Connectivity & Community Access	description: CW 1	Segment: A-1
73	Get it contiguous to 45th	Connectivity & Community Access	description: CW 1	Segment: B-7
74	Hospital: 40 steps to Seider Springs (would like to continue north)	Connectivity & Community Access	description: CW 1	Segment: A-6
75	Keep wheel traffic on Shoal Creek Blvd bike lane from 38th to 45th vs. building commuter trail west of creek	Connectivity & Community Access	description: CW 1	Segment: B-7
76	5th street bridge: low head clearance	Connectivity & Community Access	description: CW 1	Segment: A-2
77	7th Street pedestrian bridge	Connectivity & Community Access	description: CW 1	Segment: A-2
78	Need for safe bike and pedestrian connection along Braker to connect to Arboretum to Domain	Connectivity & Community Access	description: CAG 1	Segment: C-11
79	Bowie underpass needs to be built	Connectivity & Community Access	description: CW 1	Segment: A-1
80	Unused park land here	Connectivity & Community Access	description: CW 1	Segment: B-9
81	3rd street Trestle- great opportunity to expand the “public realm”	Connectivity & Community Access	description: CW 1	Segment: A-1
82	Possible to work w/ state to convert Archives Library parking lot to park (Connect pedestrian bridge to The Grove)	Connectivity & Community Access	description: CW 1	Segment: B-7
83	More wayfinding for those heading north toward 38th	Connectivity & Community Access	description: CAG 1	Segment: A-6
84	Build the Bowie Underpass	Connectivity & Community Access	description: CW 1	Segment: A-1
85	Extend the Pfluger bike way up Bowie + Henderson to 9th Street	Connectivity & Community Access	description: CW 1	Segment: A-2
86	Potential bike/pedestrian bridge	Connectivity & Community Access	description: CW 1	Segment: A-2
87	Work with B-cycle to expand reach along Shoal Creek	Connectivity & Community Access	description: CW 1	Segment: A-2
88	Protected bike lanes are being added (opportunity to increase bike connectivity)	Connectivity & Community Access	description: CW 1	Segment: C-10
89	Pedestrian/bike bridge 25th to trail over Lamar	Connectivity & Community Access	description: CW 1	Segment: A-5
90	Improve areas east of Lamar	Connectivity & Community Access	description: CW 1	Segment: A-5
91	Encourage businesses to allow public access to unused property	Connectivity & Community Access	description: CW 1	Segment: C-10
92	Connect with commercial property owners to highlight and connect Shoal Creek	Connectivity & Community Access	description: CW 1	Segment: C-10
93	2 lane scenic auto bridge with wide sidewalks	Connectivity & Community Access	description: CW 1	Segment: B-7
94	Separate cars and bike/pedestrians on Shoal Creek Blvd	Connectivity & Community Access	description: CW 1	Segment: B-8
95	Lots of people bike Shoal Creek, need protected bike lanes	Connectivity & Community Access	description: CW 1	Segment: B-9
96	Create trail separate from cars	Connectivity & Community Access	description: CW 1	Segment: A-5
97	Bike/ped crossing under RR trestle & 3rd Street	Connectivity & Community Access	description: CW 2	Segment: A-1
98	Bike/ped crossing under West Ave	Connectivity & Community Access	description: CW 2	Segment: A-1
99	Ped/bike crossing at MLK and Shoal Creek	Connectivity & Community Access	description: CW 2	Segment: A-4
100	Improve connectivity to UT campus - bike lanes on 24th Street	Connectivity & Community Access	description: CW 2	Segment: A-4
101	I support for separating bikes and pedestrians. It makes using bikes for transportation as well as recreation possible & protects pedestrians	Connectivity & Community Access	description: CW 2	Segment: A-5
102	Love this underpass	Connectivity & Community Access	description: CW 2	Segment: A-4
103	Improve path crossing at 29th Street, possibly setting back from the intersection to avoid all the curb cuts	Connectivity & Community Access	description: CW 2	Segment: A-5
104	Crossing at this point is not an actual bridge but a series of boulders	Connectivity & Community Access	description: CW 2	Segment: A-6
105	Ped/bike path unacceptable at 42nd and Shoal Creek - path across the street from my front yard	Connectivity & Community Access	description: CW 2	Segment: B-7
106	Ped only connection over creek - no auto	Connectivity & Community Access	description: CW 2	Segment: B-7
107	Bike path to the Grove should be north, towards 45th Street. Access south of book depository is at the bottom of hill and the curve is too dangerous.	Connectivity & Community Access	description: CW 2	Segment: B-7
108	Please connect to the Shoal Creek trail along Jefferson to the trail. The Grove will put in on the west side of Shoal Creek.	Connectivity & Community Access	description: CW 2	Segment: B-7
109	Pedestrian access crossing 45th?	Connectivity & Community Access	description: CW 2	Segment: B-7
110	Strass to Shoal Creek connector	Connectivity & Community Access	description: CW 2	Segment: B-8
111	For SCB, please use exposition model [whereby parking is on right side, with one way bike lanes in each direction]	Connectivity & Community Access	description: CW 2	Segment: B-8
112	Proposal for 38th to Foster with parking on one side of SCB is OK!	Connectivity & Community Access	description: CW 2	Segment: B-8
113	Replace former bike/ped bridge (twin to bridge over Hancock Branch) at 49th Street	Connectivity & Community Access	description: CW 2	Segment: B-8
114	No street parking on Shoal Creek Boulevard on either side. This is a cycling, pedestrian, slow speed street. 30 mph should be enforced. It is not a major car through street.	Connectivity & Community Access	description: CW 2	Segment: B-8
115	I vote to keep cyclists on both sides of street and construct sidewalk on at least one side for Foster to 183.	Connectivity & Community Access	description: CW 2	Segment: C-10
116	Construct an urban trail along creek between Steck and Anderson, possibly at a more tranquil pace - keep bike land along Shoal Creek Boulevard for commuters/faster bikers.	Connectivity & Community Access	description: CW 2	Segment: C-10
117	What about an additional route along the west side of the railroad north to 183, cross over Anderson then connect to sidewalk near Arboretum?	Connectivity & Community Access	description: CW 2	Segment: C-10
118	Agree with building trail parallel to rail - similar to along Airport from Lamar to ACC!	Connectivity & Community Access	description: CW 2	Segment: C-11
119	South gate of UT Pickle Research is kept locked - could bike/ped only access be provided (for through-trail)?	Connectivity & Community Access	description: CW 2	Segment: C-11
120	Possible Rail-with-Trail?	Connectivity & Community Access	description: CW 2	Segment: C-11
121	Rail Next to Trail?	Connectivity & Community Access	description: CW 2	Segment: C-11
122	New bridge (bike/ped) is nice.	Connectivity & Community Access	description: CW 2	Segment: C-11
123	Bike lanes from Shoal Creek to school and ball fields	Connectivity & Community Access	description: CW 2	Segment: B-9
124	No trail through Austin Memorial Park	Connectivity & Community Access	description: CW 2	Segment: B-8
125	Route not possible - would be violating state law	Connectivity & Community Access	description: CW 2	Segment: B-8
126	Consider trail near MoPac on the west side of the cemetery near or closer to the train.	Connectivity & Community Access	description: CW 2	Segment: B-8
127	Any plans to rebuild or build new pedestrian bridge over Shoal Creek at 49th?	Connectivity & Community Access	description: CW 2	Segment: B-8
128	Great use of public land by going through Austin Memorial Park!	Connectivity & Community Access	description: CW 2	Segment: B-8
129	All of Austin has bike trails. Please leave the Austin Memorial Park alone. It is illegal by state statute and has been discussed before.	Connectivity & Community Access	description: CW 2	Segment: B-8
130	Provide kid-frendly connections to BMX at grade crossing.	Connectivity & Community Access	description: CW 2	Segment: A-3
131	New bridge proposed as part of the Duncan Park MP and 5th to 15th PER	Connectivity & Community Access	description: CW 2	Segment: A-3

OID	Name	FolderPath	Origin	Segment
132	Create connection between the soccer fields and the proposed pathway alignment.	Connectivity & Community Access	description: CW 2	Segment: C-11
133	Why can't the trail go through JJ Pickle?	Connectivity & Community Access	description: CW 2	Segment: C-11
134	I love the proposed plan for extending the trail from the Northwest District Park all the way to JJ Pickle and the Domain. I live near the Domain and play there, as well as around Burnet and Anderson.	Connectivity & Community Access	description: CW 2	Segment: C-11
135	Provide connection along Shoal Creek that is not in the parking lot.	Connectivity & Community Access	description: CW 2	Segment: C-10
136	Rail crossing will be costly, though an underpass exists. It may be more feasible at Braker Lane.	Connectivity & Community Access	description: CW 2	Segment: C-11
137	Some people are using this existing sidewalk to go between Steck Avenue and the Arbor Walk.	Connectivity & Community Access	description: CW 2	Segment: C-11
138	The North Burnet Gateway Master Plan shows a potential extension of Longhorn Boulevard connecting to MoPac across Lake Fail.	Connectivity & Community Access	description: CW 2	Segment: C-11
139	Continue trail on east side	Connectivity & Community Access	description: CW 2	Segment: A-6
140	Good connection under 34th Street needed.	Connectivity & Community Access	description: CW 2	Segment: A-6
141	Cyclists are more likely to take 35th Street from Kerbey Lane to meet up with Shoal Creek by St Andrews.	Connectivity & Community Access	description: CW 2	Segment: A-6
142	Is it possible to have an underpass on the west side that enables access to 38th Street and ultimately to Bull Creek Road?	Connectivity & Community Access	description: CW 2	Segment: A-6
143	Please connect the trail north of 38th Street to the park/trail Milestone Builders will put in along the Grove.	Connectivity & Community Access	description: CW 2	Segment: B-7
144	Stair steps down to creek	Connectivity & Community Access	description: CW 2	Segment: A-1
145	More access points to creek beds	Connectivity & Community Access	description: CW 2	Segment: A-5
146	Love the proposed cross section on SCB! Agreed to removing parking on one side. Works great.	Connectivity & Community Access	description: CW 2	Segment: B-9
147	Construct proper bridge instead of rock-hop so that cyclists bypass the 34th street crossing and stay in the park	Connectivity & Community Access	description: CW 2	Segment: A-6
148	Create an underpass crossing on the west side of Allandale Rd	Connectivity & Community Access	description: CW 2	Segment: B-8
149	Proposed intersection for left-turn from bike lane across Burnet Rd?	Connectivity & Community Access	description: CW 3	Segment: C-11
150	Two-way cycle track on east side of Burnet in this section, to connect and to bridge a potential gap in red line trail.	Connectivity & Community Access	description: CW 3	Segment: C-11
151	Awesome idea, but would prefer pedestrian and bicycling on east side of road, where the residential neighborhood and daycare are.	Connectivity & Community Access	description: CW 3	Segment: C-10
152	Bad street plan - SCB is narrow	Connectivity & Community Access	description: CW 3	Segment: B-9
153	Between cycle track & travel lanes: would be great to have greenery - even potted plants.	Connectivity & Community Access	description: CW 3	Segment: B-9
154	Great street plan!	Connectivity & Community Access	description: CW 3	Segment: B-9
155	Also provide on-street alternative in this segment for late-night use? Is park curfew a concern?	Connectivity & Community Access	description: CW 3	Segment: A-6
156	Stay on the east side of the creek	Connectivity & Community Access	description: CAG 3	Segment: A-6
157	Rebuild 49th STreet Bridge across creek.	Connectivity & Community Access	description: CW 3	Segment: B-8
158	I am opposed to a public trail through AMP cemetery. If people want access through AMP, then I insist they use the main and only access gate on the south side, which is safer.	Connectivity & Community Access	description: Email	Segment: B-8
159	Putting a trail through Austin Memorial Park cemetery, on the east side, is not a good idea. Anything on the east side of Shoal Creek is okay. - Turnabout Lane residents	Connectivity & Community Access	description: Email	Segment: B-8
160	Preserve cemetery and wilderness of west side of the Creek and keep trail on the east side.	Connectivity & Community Access	description: Email	Segment: B-8
161	Two way cycle track will not make SCB more attractive to cyclists. It's a step down, since cyclists can currently ride socially in a pack on SCB. Move alignment to Great Northern Blvd. instead.	Connectivity & Community Access	description: Email	Segment: B-9
162	Too many people use SCB, period. Residents already have trouble getting out of their driveways - how will they do so with a two-way cycle track? Why not move the trail over one block to Bullard Dr?	Connectivity & Community Access	description: Email	Segment: B-9
163	I support a cycle track on Shoal Creek Boulevard. Adding pedestrian and cyclist accommodations has been found to reduce traffic speeds and create an overall safer space for families and children.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
164	Opposed to the plans to change Shoal Creek Blvd, especially the removal of parking side of the street. It is not a good use of tax dollars, forcing these changes on the neighborhood.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
165	Not in favor of the proposed changes to SCB from 38th Street to Foster. The proposal makes it worse than what is existing.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
166	Not in favor of the proposed changes to SCB from 38th Street to Foster. The proposal makes it worse than what is existing.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
167	I was at the Allandale Neighborhood Association meeting. I fully support the design presented, with protected bike lanes!	Connectivity & Community Access	description: Allandale NA	Segment: B-8
168	I'm really excited about the bike infrastructure improvements proposed in the Shoal Creek Trail Plan. We need more space for people on bikes and less space for empty cars, especially on the stretch of Shoal Creek Blvd.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
169	Opposed to barrier between bike lanes and car lanes on Shoal Creek Blvd. It will affect access to homes and will attract public from outside the neighborhood. Bikers on Shoal Creek Blvd. are a hazard because they ride in packs. If you move towards this, I would like the city to reduce my taxes to accommodate for the hassle that this will cause and the impact to my property value.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
170	Leave Shoal Creek Blvd. alone - very flawed concept. One: the result will be much worse aesthetics - concrete ugliness and a barrage of signage. Two: this scheme creates no real connection to the creek itself. Three: confining cyclists to a hard defined corridor simply will not work because cyclists won't adhere to it. Four: Adding a bunch of curbs won't help with intersection safety. Five: navigating driveways will be more difficult. Six: adding street elements does not contribute to the enhancement and conservation of the creek.	Connectivity & Community Access	description: Allandale NA	Segment: B-8

OID	Name	FolderPath	Origin	Segment
171	I fully support the most robust possible biking infrastructure (protected, two way lanes) along Shoal Creek Trail. It is in accordance with the City's own master plan for bicycling and is strongly supported by community groups such as Bike Austin.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
172	The bike lanes along Shoal Creek that you all have created are a wonderful part of Austin. I would like to see you extend the bike lanes along Shoal Creek and Shoal Creek Blvd where necessary.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
173	We have a number of neighborhood needs that are more urgent than spending more money on bikes on SCB, like repaving it, keeping pools open, missing sidewalks elsewhere.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
174	I support a cycle track on Shoal Creek through Allandale and the vision of the entire plan. Giving a dedicated track would improve the experience for cyclists, pedestrians and drivers alike. That land is owned and paid for by all Austinites and would be better used as a transit corridor.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
175	I'd love to be able to extend the safe access of Seiders Springs up along Shoal Creek Blvd. Having a safe route along Shoal Creek Blvd will greatly increase access to new or less confident riders wanting to travel by bike in North Central Austin.	Connectivity & Community Access	description: Allandale NA	Segment: B-8
176	The dedicated bike lanes north of 2222 are not a "trail" and conflict with Shoal Creek Trail's uses to the south. Not enough consideration for typical trail users. A better trail would be to cross SCB at the 2222 bridge, then continue to Northwest Park.	Connectivity & Community Access	description: Allandale NA	Segment: B-8

OID	Name	FolderPath	Origin	Segment
1	“Tunnel of Love” homeless sleep, sexual predators, and hassle women	Safety, Health, & Well-being	description: CAG 1	Segment: A-2
2	Water collects on east side of Shoal Creek	Safety, Health, & Well-being	description: CAG 1	Segment: A-2
3	Lamar bridge- under is tight and covered in debris	Safety, Health, & Well-being	description: CAG 1	Segment: A-3
4	Straighten concrete path on Lamar so wouldn’t swerve so drastically around trees	Safety, Health, & Well-being	description: CAG 1	Segment: A-4
5	Homeless issue under bridges	Safety, Health, & Well-being	description: CAG 1	Segment: A-4
6	9th street bridge deteriorating infrastructure	Safety, Health, & Well-being	description: CAG 1	Segment: A-2
7	Better lighting under bridges, even during the day	Safety, Health, & Well-being	description: CAG 1	Segment: A-4
8	A lot of graffiti that distracts from experience	Safety, Health, & Well-being	description: CAG 1	Segment: A-3
9	Split trail at rock canyon very technical to ride	Safety, Health, & Well-being	description: CAG 1	Segment: A-5
10	Limit/direct traffic	Safety, Health, & Well-being	description: CAG 1	Segment: A-5
11	Homeless sleep under bridge	Safety, Health, & Well-being	description: CAG 1	Segment: B-8
12	Narrow bike lanes	Safety, Health, & Well-being	description: CAG 1	Segment: C-10
13	Crossing 183 along railroad tracks is very dangerous and requires off-road bike	Safety, Health, & Well-being	description: CAG 1	Segment: C-10
14	This stretch feels isolated with no way out for female runners	Safety, Health, & Well-being	description: CW 1	Segment: A-5
15	Graffiti and light broken under bridge at 38th street	Safety, Health, & Well-being	description: CW 1	Segment: A-6
16	Would bike to work (Rosedale to downtown) if safe and separated from traffic and crossings were better protected	Safety, Health, & Well-being	description: CW 1	Segment: B-7
17	38th street is terrible for bike riding but a major road for connectivity to trail north or south	Safety, Health, & Well-being	description: CW 1	Segment: A-6
18	These sidewalk surfaces are sketchy	Safety, Health, & Well-being	description: CW 1	Segment: A-4
19	Bridge needs improvement (Metal hurts dog feet)	Safety, Health, & Well-being	description: CW 1	Segment: B-9
20	Solve graffiti/homeless problem	Safety, Health, & Well-being	description: CW 1	Segment: A-3
21	Stories about homeless camp creek advocates had to rid	Safety, Health, & Well-being	description: CW 1	Segment: B-8
22	5th street bridge: low head clearance	Safety, Health, & Well-being	description: CW 1	Segment: A-1
23	5th and 6th walls are failing	Safety, Health, & Well-being	description: CW 1	Segment: A-2
24	Grafitti vandals	Safety, Health, & Well-being	description: CW 1	Segment: C-10
25	Grafitti vandals	Safety, Health, & Well-being	description: CW 1	Segment: C-10
26	On-street parking makes safe biking difficult for all abilities	Safety, Health, & Well-being	description: CW 1	Segment: B-9
27	Graffiti vandals own trail under 6th bridge	Safety, Health, & Well-being	description: CW 1	Segment: A-2
28	Graffiti vandals hit new wall under bridge	Safety, Health, & Well-being	description: CW 1	Segment: A-2
29	Huge graffiti here	Safety, Health, & Well-being	description: CW 1	Segment: A-2
30	Graffiti vandals own trail under 12th street bridge	Safety, Health, & Well-being	description: CW 1	Segment: A-3
31	Lighting destroyed under 38th bridge	Safety, Health, & Well-being	description: CW 1	Segment: A-6
32	Graffiti vandals own trail under Lamar	Safety, Health, & Well-being	description: CW 1	Segment: A-3
33	Grafitti vandals	Safety, Health, & Well-being	description: CW 1	Segment: B-8
34	Grafitti vandals go unchallenged	Safety, Health, & Well-being	description: CW 1	Segment: A-6
35	Complex series of narrow bridges crossings the bridges need to be fixed so trail can cross creek	Safety, Health, & Well-being	description: CW 1	Segment: A-6
36	Discontinuous between 34-35th, needs nominal connections but avoid when cycling due to creek crossings and lack	Safety, Health, & Well-being	description: CAG 1	Segment: A-6
37	Crossings are not friendly to all ages, families, and bikes	Safety, Health, & Well-being	description: CAG 1	Segment: A-6
38	Improve pedestrian connectivity at MLK/Lamar	Safety, Health, & Well-being	description: CW 1	Segment: A-4
39	Isolated area (train tracks/highway crossing)	Safety, Health, & Well-being	description: CW 1	Segment: C-11
40	Dog owners don't re-leash south of 24th Street	Safety, Health, & Well-being	description: CW 1	Segment: A-5
41	More bike/pedestrian protections along Shoal Creek Blvd, especially between 38th-45th streets (vehicle traffic too fast)	Safety, Health, & Well-being	description: CW 1	Segment: B-7
42	From 45th northward: protected bike lane other than 'shared'	Safety, Health, & Well-being	description: CW 1	Segment: B-8
43	Vehicle traffic too fast along Shoal Creek Blvd, especially between 38th & 45th streets	Safety, Health, & Well-being	description: CW 1	Segment: B-7
44	This 4-way stop intersection is very dangerous for bike/pedestrians	Safety, Health, & Well-being	description: CW 1	Segment: B-7
45	This 4-way stop intersection is very dangerous for bike/pedestrians	Safety, Health, & Well-being	description: CW 1	Segment: B-8
46	Lighting needed	Safety, Health, & Well-being	description: CW 2	Segment: A-1
47	Dedicated, protected bike lane	Safety, Health, & Well-being	description: CW 2	Segment: A-6
48	Build underpass at 29th Street - intersection is extremely dangerous and curbs are har to navigate on bike. Make it similar to the underpass at 24th Street.	Safety, Health, & Well-being	description: CW 2	Segment: A-5
49	Bike/ped path ought to have flashing light to help kids access the trail.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
50	From 39th & 1/2 Street to 41st Street there is very heavy eastbound to Shoal Creek Blvd cut-through traffic of all varieties - merging to one path while unaware of sharp hills is an issue.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
51	There is excessive traffic and parking at the entrance to the bike path at 42nd and Shoal Creek - location of path at the bottom of a steep hill is very dangerous right now.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
52	Access south of book depository at the bottom of hill and curve is too dangerous. Accidents happen here all the time.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
53	45th/SCB is difficult to cross as pedestrian or on bike - 6 cars can interact with you at a time.	Safety, Health, & Well-being	description: CW 2	Segment: B-7

OID	Name	FolderPath	Origin	Segment
54	Keep 4-way stop signal at 45th and Shoal - traffic speed stop sign moderates traffic safely.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
55	Need traffic light at 45th - very dangerous.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
56	From 45th to Foster: don't like idea of bike lanes and parking on one side - safety! Shoal Creek is windy. People drive fast and use the parking area. Not preferable.	Safety, Health, & Well-being	description: CW 2	Segment: B-8
57	46th & Shoal Creek: traffic calming	Safety, Health, & Well-being	description: CW 2	Segment: B-8
58	Major problem I've seen with bike lanes is debris. This forces cyclists to move toward traffic.	Safety, Health, & Well-being	description: CW 2	Segment: B-8
59	Where do the trash and recycling cans go?	Safety, Health, & Well-being	description: CW 2	Segment: B-8
60	Yes to protected bike lanes along Shoal Creek Boulevard!	Safety, Health, & Well-being	description: CW 2	Segment: B-8
61	Protected bike lane looks great!	Safety, Health, & Well-being	description: CW 2	Segment: C-11
62	Need more attention to maintenance and safety (police) once built	Safety, Health, & Well-being	description: CW 2	Segment: C-11
63	Please consider trash cans on SCB - they block the bike lane currently.	Safety, Health, & Well-being	description: CW 2	Segment: B-9
64	Bike lane and parking (currently) does not work.	Safety, Health, & Well-being	description: CW 2	Segment: B-9
65	Dedicated protected bike lanes	Safety, Health, & Well-being	description: CW 2	Segment: B-9
66	I support protected bike lanes along SCB. Many parents do not feel safe riding with their children along SCB. The safety of all users should come before drivers and parking. The street is wide enough.	Safety, Health, & Well-being	description: CW 2	Segment: B-9
67	Shoal Creek is perfect for all ages and vehicles.	Safety, Health, & Well-being	description: CW 2	Segment: B-9
68	What is wrong with the wide bike and parking lanes we have now on Shoal Creek?	Safety, Health, & Well-being	description: CW 2	Segment: B-9
69	Protected bike lanes on all on-street paths	Safety, Health, & Well-being	description: CW 2	Segment: B-8
70	Use trail enhancements for beauty and traffic calming.	Safety, Health, & Well-being	description: CW 2	Segment: B-8
71	Improve connection east-west between SCB and the Northwest Rec Center in the shor term - very dangerous with no bike facilities.	Safety, Health, & Well-being	description: CW 2	Segment: B-8
72	Do not add travel lanes to Burnet, it will only induce more driving, it will not relieve congestion, and will cause more accidents and deaths. Protected bike lane are a great idea.	Safety, Health, & Well-being	description: CW 2	Segment: C-11
73	Don't add lanes for cares, add protected bike lanes.	Safety, Health, & Well-being	description: CW 2	Segment: C-11
74	Trail ought to be accessible for all.	Safety, Health, & Well-being	description: CW 2	Segment: A-1
75	Light the trestle and the creek.	Safety, Health, & Well-being	description: CW 2	Segment: A-1
76	Fountains and restrooms are important.	Safety, Health, & Well-being	description: CW 2	Segment: A-3
77	Provide a safe crossing	Safety, Health, & Well-being	description: CW 2	Segment: A-3
78	Restrooms here would be a centerpoint from the library to 15th Street.	Safety, Health, & Well-being	description: CW 2	Segment: A-3
79	Provide traffic calming measures.	Safety, Health, & Well-being	description: CW 2	Segment: A-3
80	Seems like a hike and bike trail on MoPac will not be pleasant.	Safety, Health, & Well-being	description: CW 2	Segment: C-11
81	Will there be jersey barriers or other protection through this corner?	Safety, Health, & Well-being	description: CW 2	Segment: C-11
82	Is it possible to widen the trail for more headroom where the cliff overhangs south of 31st Street?	Safety, Health, & Well-being	description: CW 2	Segment: A-6
83	Sidewalk is super skinny - widen for possible bike/ped.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
84	Steep trail - can there be a warning? There is a general need for signage.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
85	W 31st Street to Shoal Creek is calm and good.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
86	This is a hairy turn.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
87	Protected crossing for bikes and pedestrians at Shoal Creek and 34th Street	Safety, Health, & Well-being	description: CW 2	Segment: A-6
88	Bridge here is super bumpy currently.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
89	The current bridge over the creek at Seiders' is a super tight turn and dangerous for cyclists.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
90	Under the bridge is currently a bit creepy and dark - Add lights and art?	Safety, Health, & Well-being	description: CW 2	Segment: A-6
91	The bridge floods when it rains.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
92	Crossing here does not work for road bikes - bike shoes and rock hopping together is dangerous.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
93	Need ramp here for bike - it would help kids get to school.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
94	From 38th to 45th Street keep the bike lanes as they are. If you put bike lanes together there is concern about the safety of people on and off.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
95	Please replace and maintain the burned-out light bulbs under 38th Street. Please straighten the terrible creek crossings under 38th Street. Please widen the path, and take out the steep bits under 38th Street.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
96	Create a path for kids to get safely from Rosedale/Ramsey Park across the boulevard the trail.	Safety, Health, & Well-being	description: CW 2	Segment: A-6
97	Totally opposed to the project as it will negatively affect Allandale residents.	Safety, Health, & Well-being	description: CW 2	Segment: B-9
98	Put a traffic signal at 45th and Shoal Creek. Without a signal this will continue to be a dangerous crossing on the trail for all who use it as the cars do not always wait their turn when it comes to pedestrians or bikes.	Safety, Health, & Well-being	description: CW 2	Segment: B-7
99	Owners let off-leash in this informal greenbelt - it does not feel unsafe	Safety, Health, & Well-being	description: CW 2	Segment: B-7
100	Cars think shared use is a turn lane [safety issue]	Safety, Health, & Well-being	description: CW 3	Segment: B-9
101	Shoal Creek & Greenlawn - shared use lane does not blend into car lane before intersection	Safety, Health, & Well-being	description: CW 3	Segment: B-9
102	Public use trail would be a safety issue for visitors to the cemetery.	Safety, Health, & Well-being	description: Email	Segment: B-8

OID	Name	FolderPath	Origin	Segment
103	Support protected bike lanes on SCB. The street does not belong to only those who liv on it, and many parents do not feel safe riding with their children on SCB as it currently is. The safety of all residents should come before drivers and parking.	Safety, Health, & Well-being	description: Email	Segment: B-9
104	Add traffic signal at 45th and Shoal Crekk Blvd. Without a signal this will continue to be a dangerous crossing as the cars do not always wait their turn when it comes to peds/bikes.	Safety, Health, & Well-being	description: Email	Segment: B-8
105	Safety improvements would be very welcome - elimination of brush in areas that feel isolated, lighting on the trail for evening and early morning, phones to call police	Safety, Health, & Well-being	description: Email	Segment: A-5
106	More dog bags and trash cans: too few people reliably scoop their dogs' poop. Bag dispensers and trash cans are few and far between. Provide undercover patrols to impose fines.	Safety, Health, & Well-being	description: Email	Segment: A-5
107	I am in strong support of dedicated bike lanes on Shoal Creek Blvd. The current situation is dangerous - I avoid biking there, and I never feel safely able to use that route when transporting my toddlers.	Safety, Health, & Well-being	description: Allandale NA	Segment: B-8
108	I drive, run and ride on Shoal Creek weekly. I can ride on Shoal Creek, and weave around the parked cars and be somewhat safe. But I understand that many cannot. I think the plan makes sense, and is a better allocation of the public street and right of ways, and would improve safety. I support it.	Safety, Health, & Well-being	description: Allandale NA	Segment: B-8
109	I have difficulty getting out of my driveway on SCB as it is. Adding bike lanes in both directions will be dangerous. Where is the cleaning crew, the plumber, the other service personnel supposed to park?	Safety, Health, & Well-being	description: Allandale NA	Segment: B-8
110	Proposed cycle tracks are too narrow - there is nowhere for a cyclist to go in the event of an unforeseen object on the road. It will be difficult for residents to back out of their driveways. More pedestrians will be crossing mid-street with parking removed. Sidewalks seems excessively wide.	Safety, Health, & Well-being	description: Allandale NA	Segment: B-8
111	Closing the Safety Gaps, like adding the traffic signal at 45th and SCB, would be helpful. Widening the sidewalks to 8' and restriping SCB won't change joggers in the street - skeptical it will be helpful. More effective to have police enforce traffic laws.	Safety, Health, & Well-being	description: Allandale NA	Segment: B-8
112	The proposed cycling infrastructure on SCB would reduce the shared bike/parking lanes to the more narrow dedicated cycle tracks. Exiting a two-way cycle track would put a cyclist onto a vehicular lane heading in the opposite direction.	Safety, Health, & Well-being	description: Allandale NA	Segment: B-8

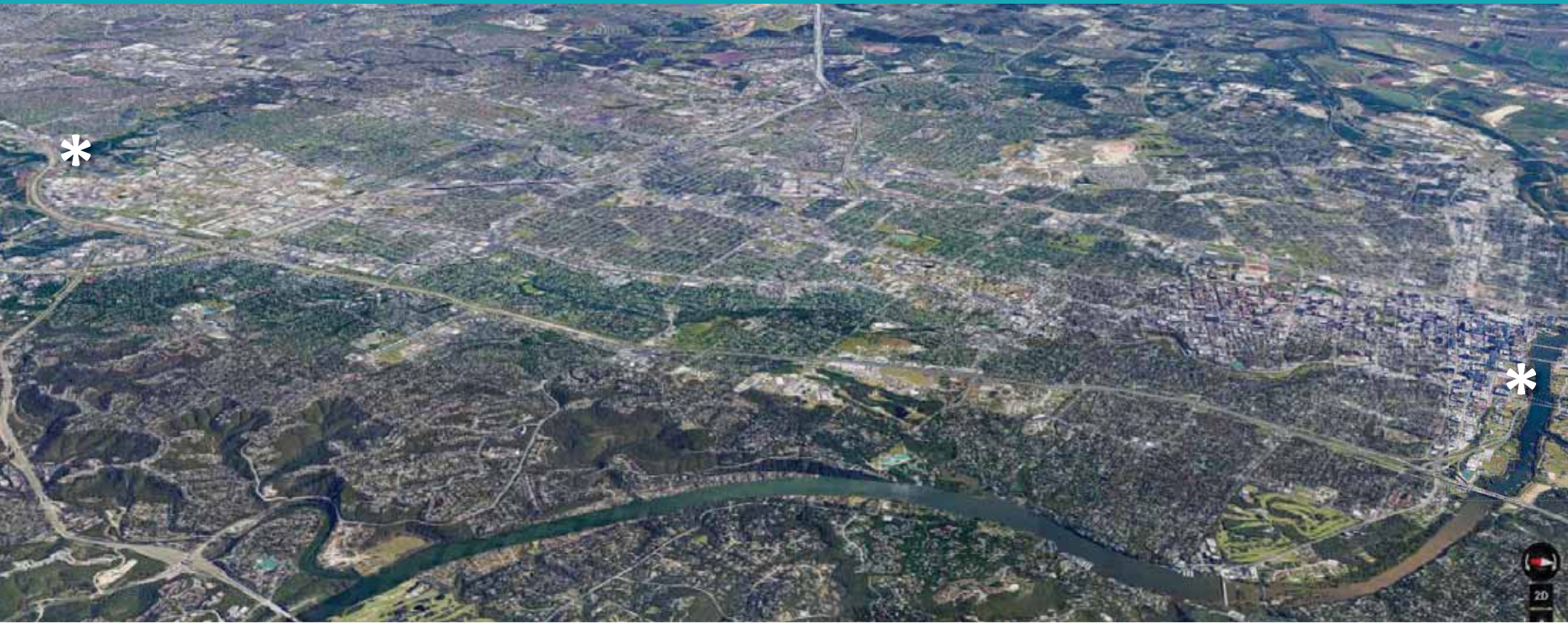
OID	Comment	Principle	Icon	Example Activities	Origin	Segment
1	Community Garden near Duncan Park	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-3
2	Redevelopment of Duncan Park and BMX park should ensure a neighborhood passion and provides opportunity for small concert	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-3
3	Pollinator flower gardens-low traffic areas with ample sunlight that would make great opportunity for gardens	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-3
4	Enhance parkland as more of a destination, connected to the rest of watershed via SCT	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-4
5	Bring back Frisbee golf course in Pease Park	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-4
6	Incorporating group gathering areas	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-5
7	Praying/meditate/bookclub/nature study	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-5
8	Geologic education opportunities	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-5
9	Possible neighborhood gathering place	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-6
10	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.1	Example Activities : Dog-walking, dog parks	Origin: CW 1	Segment: A-6
11	Tranquil Activities	Activities & Recreation	Icon ID: 4.4	Example Activities : Yoga	Origin: CW 1	Segment: A-6
12	Public Events	Activities & Recreation	Icon ID: 1.2	Example Activities : Concessions	Origin: CW 1	Segment: A-6
13	Tranquil Activities	Activities & Recreation	Icon ID: 4.1	Example Activities : Meditation, relaxation	Origin: CW 1	Segment: A-6
14	Tranquil Activities	Activities & Recreation	Icon ID: 4.3	Example Activities : Reading	Origin: CW 1	Segment: A-6
15	Public Events	Activities & Recreation	Icon ID: 1.3	Example Activities : Weddings, birthday parties, family reunions, employee celebrations	Origin: CW 1	Segment: A-6
16	Tranquil Activities	Activities & Recreation	Icon ID: 4.2	Example Activities : Quiet conversation	Origin: CW 1	Segment: A-6
17	Tranquil Activities	Activities & Recreation	Icon ID: 4.6	Example Activities : Natural area walks	Origin: CW 1	Segment: A-5
18	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.6	Example Activities : Trail head with stretching & amenities, jogging, walking, exercise stations	Origin: CW 1	Segment: A-5
19	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.6	Example Activities : Trail head with stretching & amenities, jogging, walking, exercise stations	Origin: CW 1	Segment: A-5
20	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.4	Example Activities : Ultimate frisbee	Origin: CW 1	Segment: A-5
21	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.4	Example Activities : Recreation & transportation bicycling, small group pick-up sports	Origin: CW 1	Segment: A-5
22	Tranquil Activities	Activities & Recreation	Icon ID: 4.1	Example Activities : Meditation, relaxation	Origin: CW 1	Segment: A-4
23	Public Events	Activities & Recreation	Icon ID: 1.3	Example Activities : Weddings, birthday parties, family reunions, employee celebrations	Origin: CW 1	Segment: A-4
24	Tranquil Activities	Activities & Recreation	Icon ID: 4.4	Example Activities : Yoga	Origin: CW 1	Segment: A-4
25	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.2	Example Activities : Parcourse training circuits	Origin: CW 1	Segment: A-4
26	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.3	Example Activities : Geocaching, orienteering, exploring	Origin: CW 1	Segment: A-4
27	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.6	Example Activities : Trail head with stretching & amenities, jogging, walking, exercise stations	Origin: CW 1	Segment: A-4
28	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.2	Example Activities : Giant & table chess, ping pong	Origin: CW 1	Segment: A-4
29	Organized Sports and Recreation	Activities & Recreation	Icon ID: 2.4	Example Activities : Ultimate frisbee	Origin: CW 1	Segment: A-4
30	Organized Sports and Recreation	Activities & Recreation	Icon ID: 2.4	Example Activities : Ultimate frisbee	Origin: CW 1	Segment: A-4
31	Organized Sports and Recreation	Activities & Recreation	Icon ID: 2.4	Example Activities : Ultimate frisbee	Origin: CW 1	Segment: A-4
32	Public Events	Activities & Recreation	Icon ID: 1.3	Example Activities : Weddings, birthday parties, family reunions, employee celebrations	Origin: CW 1	Segment: A-4
33	Public Events	Activities & Recreation	Icon ID: 1.4	Example Activities : Performances	Origin: CW 1	Segment: A-4
34	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.4	Example Activities : Recreational & transportation bicycling, small group pick-up sports	Origin: CW 1	Segment: A-3
35	Public Events	Activities & Recreation	Icon ID: 1.5	Example Activities : Concessions	Origin: CW 1	Segment: A-3
36	Public Events	Activities & Recreation	Icon ID: 1.4	Example Activities : Performances	Origin: CW 1	Segment: A-3
37	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.6	Example Activities : Trail head with stretching & amenities, jogging, walking, exercise stations	Origin: CW 1	Segment: A-3
38	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.2	Example Activities : Giant & table chess, ping pong	Origin: CW 1	Segment: A-3
39	Tranquil Activities	Activities & Recreation	Icon ID: 4.1	Example Activities : Meditation, relaxation	Origin: CW 1	Segment: A-3
40	Public Events	Activities & Recreation	Icon ID: 1.5	Example Activities : Concessions	Origin: CW 1	Segment: A-3
41	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.3	Example Activities : Community gardening	Origin: CW 1	Segment: A-3
42	Public Events	Activities & Recreation	Icon ID: 1.6	Example Activities : Weddings, birthday parties, family reunions, employee celebrations	Origin: CW 1	Segment: A-3
43	Tranquil Activities	Activities & Recreation	Icon ID: 4.6	Example Activities : Natural area walks	Origin: CW 1	Segment: A-3
44	Public Events	Activities & Recreation	Icon ID: 1.1	Example Activities : Movies-in-the-park, performances	Origin: CW 1	Segment: A-3
45	Tranquil Activities	Activities & Recreation	Icon ID: 4.6	Example Activities : Natural area walks	Origin: CW 1	Segment: A-2
46	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.6	Example Activities : Trail head with stretching & amenities, jogging, walking, exercise stations	Origin: CW 1	Segment: A-1
47	Tranquil Activities	Activities & Recreation	Icon ID: 4.4	Example Activities : Yoga	Origin: CW 1	Segment: A-1
48	Informal Activities and Recreation	Activities & Recreation	Icon ID: 4.1	Example Activities : Meditation, relaxation	Origin: CW 1	Segment: B-9
49	Public Events	Activities & Recreation	Icon ID: 1.4	Example Activities : Performances	Origin: CW 1	Segment: B-9
50	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.2	Example Activities : Parcourse training circuits	Origin: CW 1	Segment: B-9
51	Public Events	Activities & Recreation	Icon ID: 1.1	Example Activities : Movies-in-the-park, performances	Origin: CW 1	Segment: B-9
52	Tranquil Activities	Activities & Recreation	Icon ID: 4.2	Example Activities : Quiet conversation	Origin: CW 1	Segment: B-9
53	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.2	Example Activities : Giant & table chess, ping pong	Origin: CW 1	Segment: B-9
54	Public Events	Activities & Recreation	Icon ID: 1.2	Example Activities : Concessions	Origin: CW 1	Segment: B-9
55	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.3	Example Activities : Community gardening	Origin: CW 1	Segment: B-9
56	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.5	Example Activities : Boccee, petanque, badminton	Origin: CW 1	Segment: B-8
57	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.1	Example Activities : Dog walking, dog parks	Origin: CW 1	Segment: B-8
58	Tranquil Activities	Activities & Recreation	Icon ID: 4.2	Example Activities : Quiet conversation	Origin: CW 1	Segment: B-8
59	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.4	Example Activities : Recreational & transportation bicycling, small group pick-up sports	Origin: CW 1	Segment: B-8
60	Tranquil Activities	Activities & Recreation	Icon ID: 4.4	Example Activities : Yoga	Origin: CW 1	Segment: B-8
61	Tranquil Activities	Activities & Recreation	Icon ID: 4.5	Example Activities : Bird-watching, fishing	Origin: CW 1	Segment: A-4
62	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.6	Example Activities : Organized team sports	Origin: CW 1	Segment: A-3
63	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.5	Example Activities : Picnics in the park	Origin: CW 1	Segment: A-1
64	Public Events	Activities & Recreation	Icon ID: 1.4	Example Activities : Performances	Origin: CW 1	Segment: A-1
65	Public Events	Activities & Recreation	Icon ID: 1.6	Example Activities : Weddings, birthday parties, family reunions, employee celebrations	Origin: CW 1	Segment: A-1
66	Public Events	Activities & Recreation	Icon ID: 1.4	Example Activities : Performances	Origin: CW 1	Segment: A-1
67	Tranquil Activities	Activities & Recreation	Icon ID: 4.3	Example Activities : Reading	Origin: CW 1	Segment: B-9
68	Informal Activities	Activities & Recreation	Icon ID: 3.5	Example Activities : Picnics in the park	Origin: CW 1	Segment: B-9
69	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.4	Example Activities : Recreational and transportation bicycling, small group pick-up sports	Origin: CW 1	Segment: B-9
70	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.2	Example Activities : Parcourse training circuits	Origin: CW 1	Segment: B-9
71	Organized Activities and Recreation	Activities & Recreation	Icon ID: 2.5	Example Activities : Boccee, petanque, badmitton	Origin: CW 1	Segment: B-8
72	Tranquil Activities	Activities & Recreation	Icon ID: 4.5	Example Activities : Bird-watching, fishing	Origin: CW 1	Segment: B-8
73	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.4	Example Activities : Recreational and transportation bicycling, small group pick-up sports	Origin: CW 1	Segment: B-8
74	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.1	Example Activities : Dog-walking, dog parks	Origin: CW 1	Segment: B-7
75	Informal Activities and Recreation	Activities & Recreation	Icon ID: 3.1	Example Activities : Dog-walking, dog parks	Origin: CW 1	Segment: B-7

OID	Comment	Principle	Icon	Example Activities	Origin	Segment
76	Public Events	Activities & Recreation	Icon ID: 1.1	Example Activities : Movies-in-the-park	Origin: CW 1	Segment: B-7
77	Tranquil Activities	Activities & Recreation	Icon ID: 4.1	Example Activities : Meditation, relaxation	Origin: CW 1	Segment: B-7
78	Tranquil Activities	Activities & Recreation	Icon ID: 4.1	Example Activities : Meditation, relaxation	Origin: CW 1	Segment: B-7
79	Tranquil Activities	Activities & Recreation	Icon ID: 4.4	Example Activities : Yoga	Origin: CW 1	Segment: B-7
80	Tranquil Activities	Activities & Recreation	Icon ID: 4.4	Example Activities : Yoga	Origin: CW 1	Segment: B-7
81	Public Events	Activities & Recreation	Icon ID: 1.1	Example Activities : Movies-in-the-park	Origin: CW 1	Segment: C-11
82	Public Events	Activities & Recreation	Icon ID: 1.4	Example Activities : Performances	Origin: CW 1	Segment: C-11
83	Organized Activities & Recreation	Activities & Recreation	Icon ID: 2.1	Example Activities : Organized team sports	Origin: CW 1	Segment: C-11
84	Tranquil Activities	Activities & Recreation	Icon ID: 4.6	Example Activities : Natural area walks	Origin: CW 1	Segment: C-11
85	Tranquil Activities	Activities & Recreation	Icon ID: 4.2	Example Activities : Quiet conversation	Origin: CW 1	Segment: C-11
86	Tranquil Activities	Activities & Recreation	Icon ID: 4.5	Example Activities : Bird-watching, fishing	Origin: CW 1	Segment: C-11
87	Tranquil Activities	Activities & Recreation	Icon ID: 4.5	Example Activities : Bird-watching, fishing	Origin: CW 1	Segment: C-11
88	Tranquil Activities	Activities & Recreation	Icon ID: 4.4	Example Activities : Yoga	Origin: CW 1	Segment: C-11
89	Informal Activities & Recreation	Activities & Recreation	Icon ID: 3.4	Example Activities : Recreational and transportation bicycling, small group pick-up sports	Origin: CW 1	Segment: C-11
90	Informal Activities & Recreation	Activities & Recreation	Icon ID: 3.4	Example Activities : Recreational and transportation bicycling, small group pick-up sports	Origin: CW 1	Segment: C-11
91	Organized Activities & Recreation	Activities & Recreation	Icon ID: 2.4	Example Activities : Ultimate frisbee	Origin: CW 1	Segment: C-11
92	Organized Activities & Recreation	Activities & Recreation	Icon ID: 2.3	Example Activities : Geocaching, orienteering, exploring	Origin: CW 1	Segment: C-11
93	Organized Activities & Recreation	Activities & Recreation	Icon ID: 2.1	Example Activities : Organized team sports	Origin: CW 1	Segment: C-11
94	Organized Sports & Activities	Activities & Recreation	Icon ID: 2.1	Example Activities : Organized team sports	Origin: CW 1	Segment: C-10
95	Informal Activities & Recreation	Activities & Recreation	Icon ID: 3.6	Example Activities : Trail head with stretching & amenities, jogging, walking, exercise stations	Origin: CW 1	Segment: C-10
96	Public Events	Activities & Recreation	Icon ID: 1.4	Example Activities : Performances	Origin: CW 1	Segment: C-10
97	Public Events	Activities & Recreation	Icon ID: 1.1	Example Activities : Movies-in-the-park, performances	Origin: CW 1	Segment: C-10
98	Organized Sports & Recreation	Activities & Recreation	Icon ID: 2.6	Example Activities : Organized team sports	Origin: CW 1	Segment: C-10
99	Organized Sports & Activities	Activities & Recreation	Icon ID: 2.1	Example Activities : Organized team sports	Origin: CW 1	Segment: C-10
100	Informal Activities & Recreation	Activities & Recreation	Icon ID: 3.1	Example Activities : Dog-walking, dog parks	Origin: CW 1	Segment: C-10
101	Tranquil Activities	Activities & Recreation	Icon ID: 4.1	Example Activities : Meditation, relaxation	Origin: CW 1	Segment: C-10
102	Informal Activities & Recreation	Activities & Recreation	Icon ID: 3.6	Example Activities : Trail head with stretching & amenities, jogging, walking, exercise stations	Origin: CW 1	Segment: C-10
103	Informal Activities & Recreation	Activities & Recreation	Icon ID: 3.1	Example Activities : Dog-walking, dog parks	Origin: CW 1	Segment: C-10
104	Connect to FW/NW Hills (across Mopac)	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 1	Segment: B-9
105	Strong intersection with the hospital district. Provide place for patients to enjoy and recover outdoors	Activities & Recreation	Icon ID:	Example Activities :	Origin: CAG 1	Segment: A-6
106	BMX good for a variety of things	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 1	Segment: A-2
107	Community gardens w/ trail by KVUE TV	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 1	Segment: C-10
108	Lucy Reed may close, what can be done with AISD and trail planning?	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 1	Segment: B-9
109	High traffic area would be great for workout equipment and picnics tables	Activities & Recreation	Icon ID: 3.5	Example Activities : workouts, picnics	Origin: CE 1	Segment: A-1
110	Garden on Old Railway	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: A-1
111	Runners don't use sidewalks - they use bike lanes. Blacktop versus concrete.	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: B-8
112	Protect the integrity of Austin Memorial Cemetery. Cemeteries are not meant for recreational uses.	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: B-8
113	Keep this field open and plant butterfly-friendly plants. Do not develop "recreation" activities here.	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: C-10
114	Pocket park at 4th and Rio Grande ped bridge	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: A-1
115	Plausible plazas	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: A-1
116	Trestle could be potential plaza and overlook.	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: A-1
117	Install splash pads.	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: A-3
118	Activate park to detour "active outdoorsmen".	Activities & Recreation	Icon ID:	Example Activities :	Origin: CW 2	Segment: A-3
119	Open up spring at northeast corner of Congregation lot as a micro park.	Activities & Recreation	Icon ID: CW 2	Example Activities :	Origin: CW 2	Segment: B-7
120	More dog water foundations - Austin is hot for dogs, too. It would be great to have some along the trail. Would be happy to donate part of the cost for one between 29th and Enfield	Activities & Recreation	Icon ID:	Example Activities :	Origin: Email	Segment: A-5
121	Fenced dog park area with equipment for dogs to climb on and play on, similar to Hardberger Park in San Antonio.	Activities & Recreation	Icon ID:	Example Activities :	Origin: Email	Segment: A-5

OID	Name	FolderPath	Origin	Segment
1	Aesthetic inconsistency (1st-5th Street)	Project Advocacy & Implementation	description: CAG 1	Segment: A-1
2	Avoid or disguise hard surface trails, but build to last - recognize huge power of floodwaters along corridor	Project Advocacy & Implementation	description: CAG 1	Segment: A-1
3	Funding Sources: city bonds (parkland/bike/ped), other city capital sources, private land owner donations, parking benefit districts	Project Advocacy & Implementation	description: CW 1	Segment: A-1
4	Adopt-A-Trail (in trail segments)	Project Advocacy & Implementation	description: CW 1	Segment: A-2
5	Implement Pease Park Master Plan	Project Advocacy & Implementation	description: CW 1	Segment: A-4
6	183 crossing needs prioritization	Project Advocacy & Implementation	description: CW 1	Segment: C-11
7	Beautification partnership with neighborhood association (North Shoal Creek NA)	Project Advocacy & Implementation	description: CW 1	Segment: C-10
8	Ensure the Grove implements the parks and trails as promised.	Project Advocacy & Implementation	description: CW 2	Segment: B-7

Shoal Creek Trail: Vision to Action Plan
Summary of CAG/TAG/Community Workshop #1

June 7-21, 2017



SHOAL CREEK CONSERVANCY

SIGLO GROUP

mcs mccann adams studio

SCC Vision & Mission Statement:

- **VISION: Shoal Creek will be a vibrant corridor that integrates the flow of water and people, engages the community, and inspires the public.**
- **MISSION: To restore, protect, and enhance the ecological, social and cultural vibrancy of Shoal Creek for the people of Austin by engaging the public and partnering with the community.**







Photos: Ted Lee Eubanks

Shoal Creek Trail: Vision to Action Plan Project Area is from Lady Bird Lake to Walnut Creek Greenway

Create a master plan for improving, connecting and extending the Shoal Creek Trail for education, recreation, transportation in a way that builds on its natural and historic character.



Final Plan completed – February 2018

www.shoalcreekconservancy.org/trailplan/

project timeline: spring 2017 to spring 2018

TAG MEETINGS

- June 7, 2017
- August 30, 2017
- November 1, 2017

CAG MEETINGS

- June 14, 2017
- September 6, 2017
- November 8, 2017

COMMUNITY WORKSHOPS

- June 21, 2017
- September 13, 2017
- November 15, 2017

Final Plan completed – February 2018

www.shoalcreekconservancy.org/trailplan/

Technical Advisory Group (TAG) Role:

- **Represent your organization by providing critical feedback at project milestones,**
- **Help us identify other groups that should be involved, and**
- **Help us identify relevant plans, policies, and projects in the watershed.**

www.shoalcreekconservancy.org/trailplan/






Community Advisory Group (CAG) Role:

- **Represent your organization by providing critical feedback at project milestones,**
- **Help us identify other groups that should be involved,**
- **Invite your networks to get involved and attend the community meetings**

www.shoalcreekconservancy.org/trailplan/






Thank Yous:

- **This community project is made possible by private donations from the Downtown Austin Alliance, Jack and Carolyn Long, Constructive Ventures, the Georgia B. Lucas Foundation Fund, and the Charles and Betti Saunders Foundation Fund.**
- **Activity Table: Austin Youth River Watch**
- **Meeting Space: Cirrus Logic**
- **Printer: Dynamic Reprographics**
- **Food/Snacks: Fresa's Chicken Al Carbon, Upper Crust Bakery, Shoal Creek Saloon**

Consultant Team & Project Partners:





City of Austin

Shoal Creek Conservancy

Consultant Team: McCann Adams Studio & Siglo Group

Historical & Cultural Interpreter: Ted Eubanks, Fermata Inc.

Community Advisory & Technical Advisory Group Members







the purpose of the first round of meetings is to understand:

- **why this project, why now, and where we are in the continuum of planning for the Shoal Creek corridor**
- **the project scope, process and products**
- **the planning context of the project**
- **the physical, environmental and cultural framework of the corridor**






the six guiding principles

1. HISTORY & CULTURE
2. NATURAL RESOURCES & ECOLOGY
3. CONNECTIVITY & COMMUNITY ACCESS
4. SAFETY, HEALTH & WELL-BEING
5. ACTIVITIES & RECREATION
6. PROJECT ADVOCACY & IMPLEMENTATION





Technical Advisory Group (TAG) meeting #1

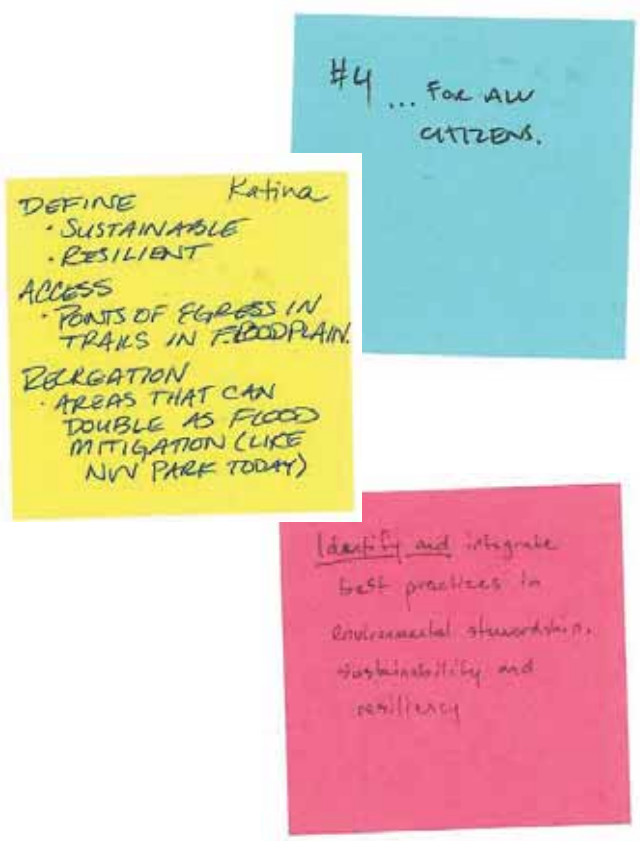


Janae Spence put together the dynamic 30 member TAG

Austin Independent School District
Austin Public Library
Austin Police Department
University of Texas Austin
CapMetro
CTRMA

CITY OF AUSTIN DEPARTMENTS:

Public Works
Watershed Protection
Planning Development & Review
Public health
Parks & Recreation
Austin Energy
Economic Development
Development Services
Austin Water
Office of Sustainability
Planning and Zoning
Transportation



TAG Meeting #1: Guiding Principles Exercise 6/7/17

Community Advisory Group (CAG) meeting #1





CAG Meeting #1 Photos 6/14/17

oasis	artery	alive
respite	biking	bikes
potential	connectivity	tranquil
nice walk	discover	flooding
value/valuable	ecosystems services	flooding education
sweat	safe passage	fossils
transportation	test rides	gift
urban-wildlife	scottie	relax
green spine	sacred	Revitalizing
heritage	access	youth
connectivity	Eeyore's	home
hidden	bikeway	generosity
beauty	jogging	natural areas
shade	history	education
connectivity	enjoyable education	transportation
emerald necklace	opportunity	recreation
community	happiness	butterflies

CAG: One Word Association Exercise

Community Workshop #1



Over 70 people attended the first Community Workshop and provided feedback on all aspects of the 13-mile pathway.

Community Workshop #1: 6/21/17



Introductory Exercise: Where do you Live/Work/Play?



Community Workshop #1 Presentation

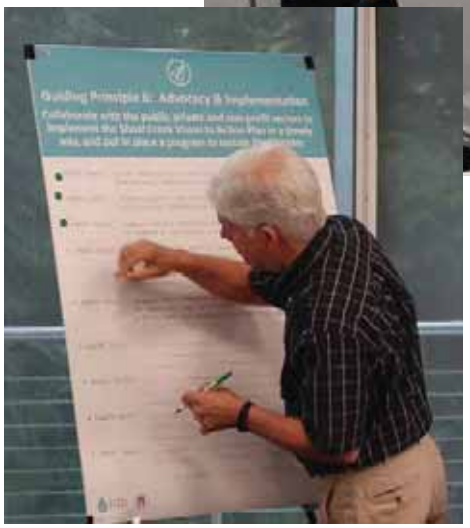
Community Workshop #1





Participants shared feedback at the Six Guiding Principles Break-Out Tables.





Participants prioritize Goals under each of the Six Guiding Principles.

Existing Conditions: A Walk Along the Creek
SEGMENTS A - C

A1: LADY BIRD LAKE - 5TH (DOWNTOWN)
A2: 5TH - 10TH (DUNCAN PARK)
A3: 10TH - 15TH (HOUSE PARK
A4: 15TH - 24TH (PEASE PARK)
A5: 24TH - 31ST (SPLIT ROCK CANYON)
A6: 31ST - 38TH (SEIDERS' SPRINGS SEGMENT)

B7: 38TH - 45TH (THE GROVE)
B8: 45TH - 2222 (AUSTIN MEMORIAL PARK)
B9: 2222 - FOSTER LANE (NORTHWEST REC CENTER)

C10: FOSTER LANE - 183 (NORTH SHOAL CREEK NPA)
C11: 183 - WALNUT CREEK GREENWAY TRAIL (HEADWATERS)



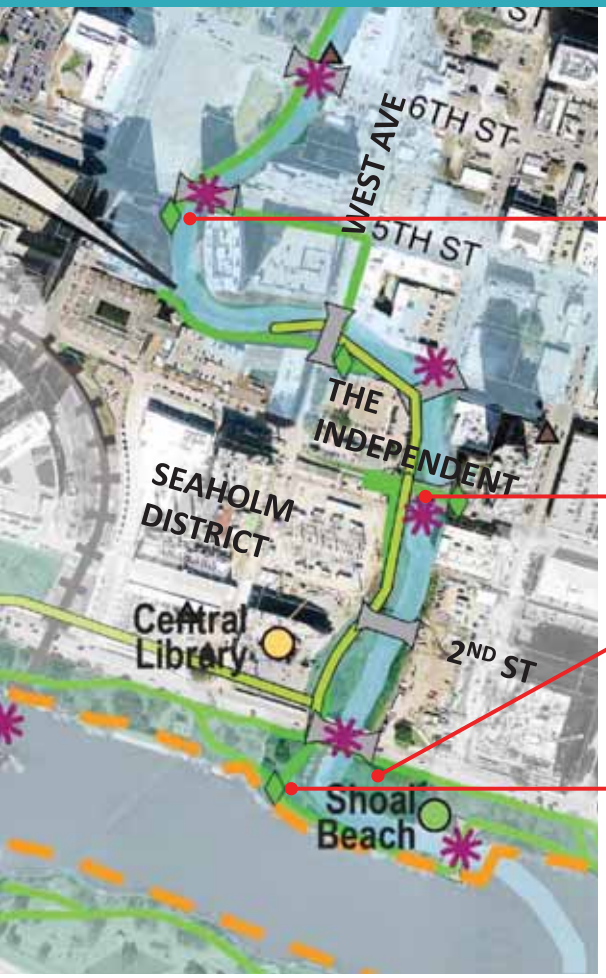
Existing Conditions: A Walk Along the Creek
SEGMENT A





A1: LADY BIRD LAKE - 5TH (DOWNTOWN)
A2: 5TH - 10TH (DUNCAN PARK)
A3: 10TH - 15TH (HOUSE PARK
A4: 15TH - 24TH (PEASE PARK)
A5: 24TH - 31ST (SPLIT ROCK CANYON)
A6: 31ST - 38TH (SEIDERS' SPRINGS SEGMENT)

Existing Conditions:
A1: Lady Bird Lake to 5th St (Downtown)



RETAINING WALL OF GAP PROJECT CONSTRUCTION, LOOKING NORTH TOWARD 5TH ST BRIDGE

HISTORIC 3RD ST TRESTLE, BRIDGE, LOOKING NORTH

WATERLOO SETTLEMENT, APPROXIMATE LOCATION

SHOAL CREEK TRAIL WAYFINDING POST


"Gap" Project Under Construction


Seaholm District (Photo Atelier Wong)

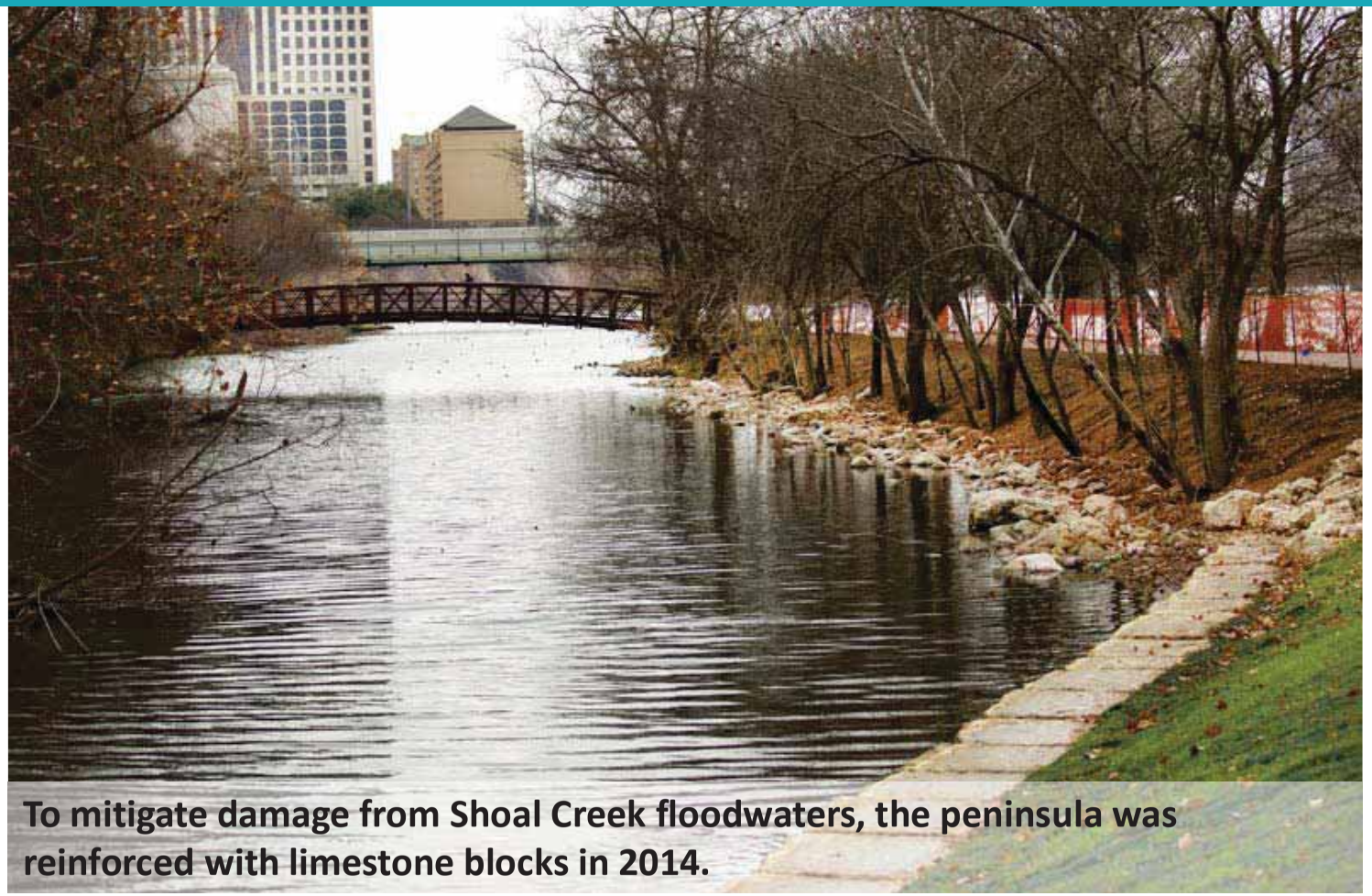

3rd St Rail Trestle


3rd St Pedestrian Bridge


Peninsula at lady Bird Lake

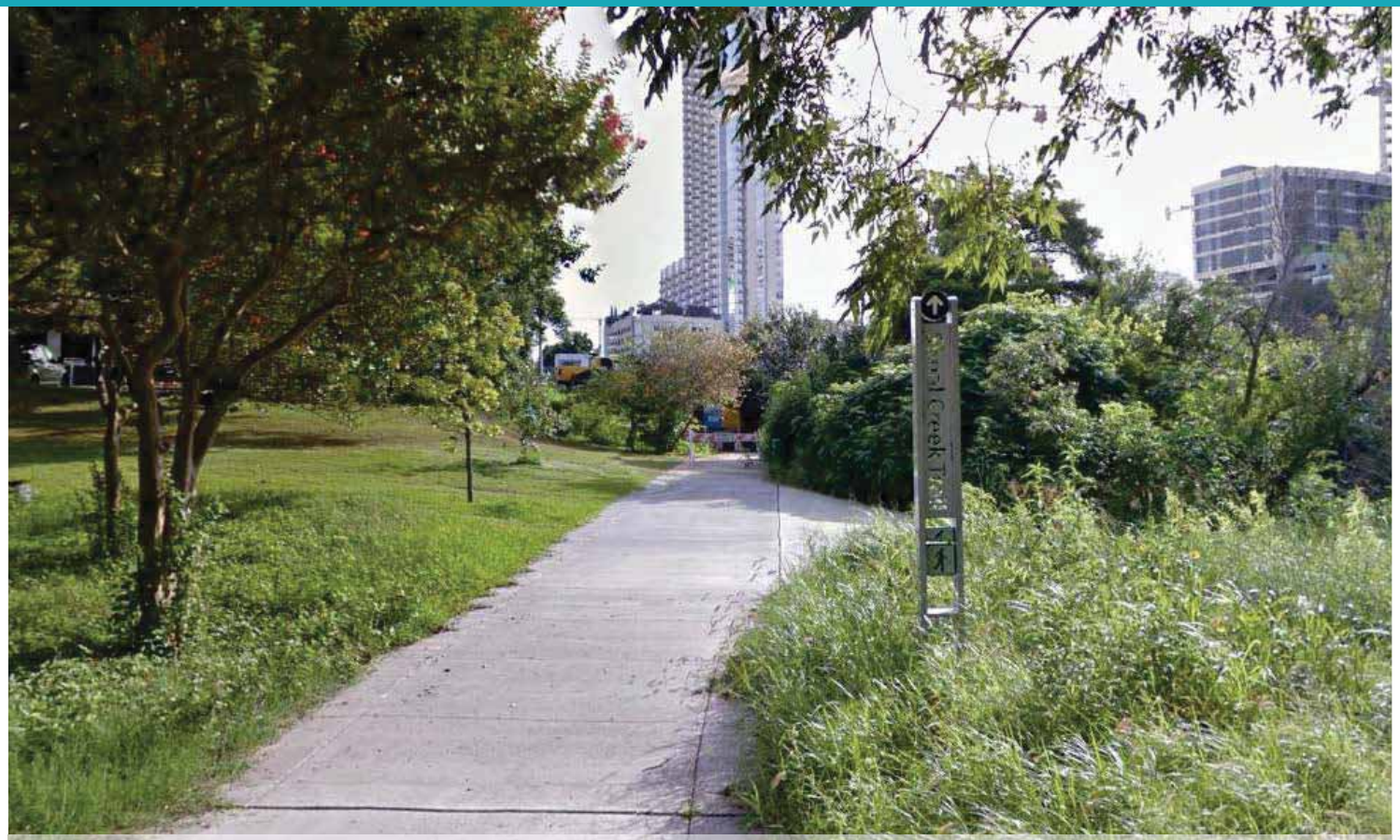

Trailhead at Lady Bird Lake

A1: Lady Bird Lake to 5th St (Downtown)



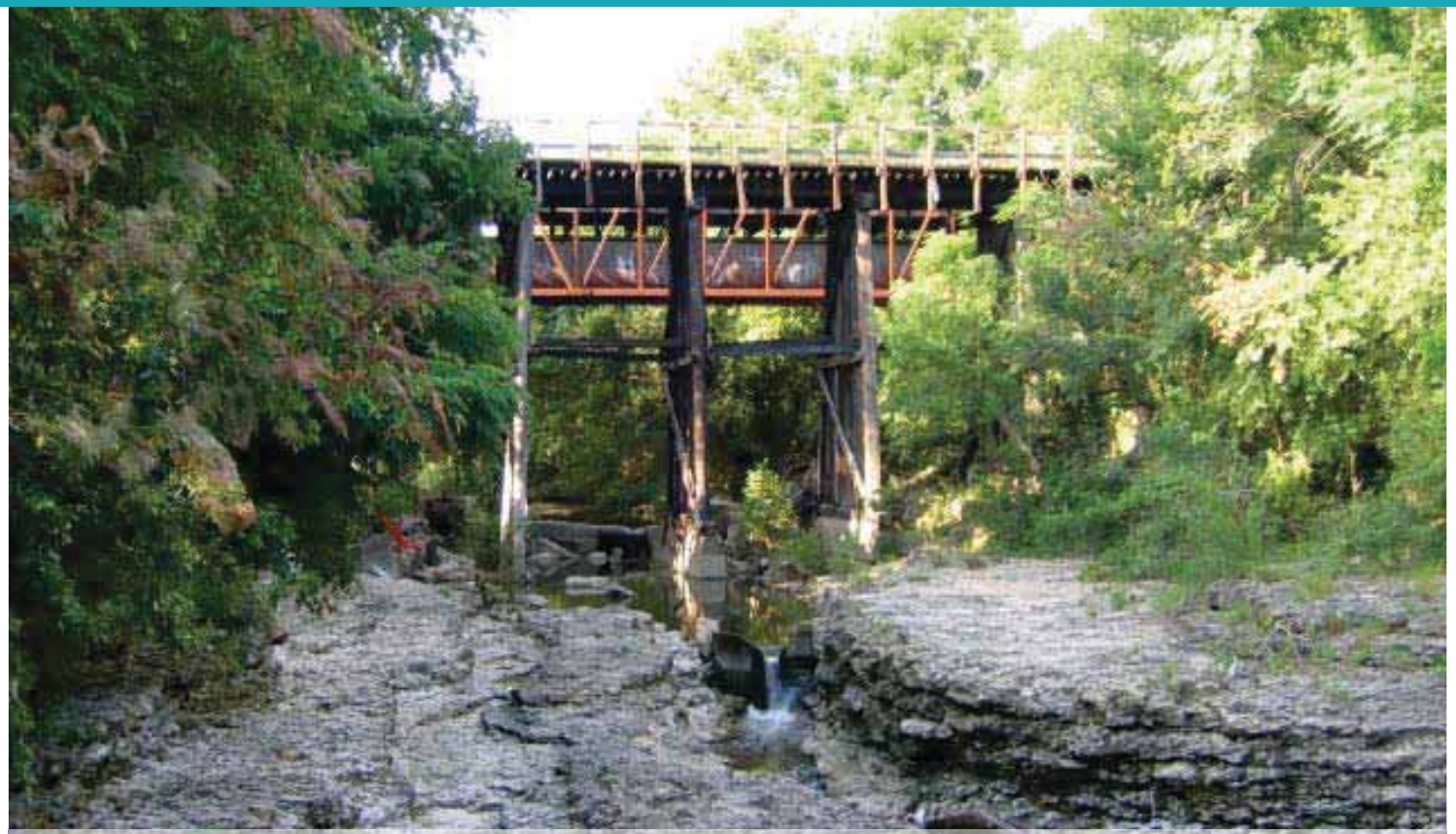
To mitigate damage from Shoal Creek floodwaters, the peninsula was reinforced with limestone blocks in 2014.

A1: Lady Bird Lake to 5th St (Downtown)



Opportunity: **Improve the Shoal Creek Trail trailhead at Butler Trail.**

A1: Lady Bird Lake to 5th St (Downtown)



Opportunity: **Transform the 1925 3rd Street Rail Trestle into a public plaza along the Shoal Creek Trail.**

A1: Lady Bird Lake to 5th St (Downtown)



Opportunity: **Widen and improve the 3rd St pedestrian bridge connecting the Seaholm District to downtown.**

A1: Lady Bird Lake to 5th St (Downtown)



The former Seaholm Power and Green Water Treatment Plants have been redeveloped into an anchor district that includes the new central library.

A1: Lady Bird Lake to 5th St (Downtown)

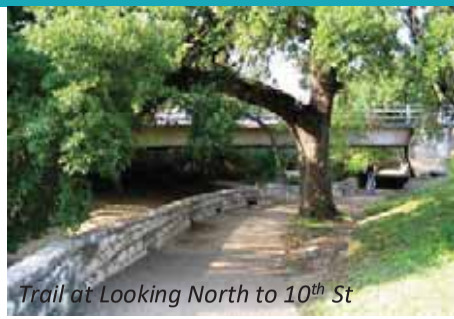


The City's "gap" project will provide an accessible bicycle and pedestrian path between 5th Street and West Avenue.

Existing Conditions:
A2: 5th to 10th St (Duncan Park)




Duncan Park Lawn


Trail at Looking North to 10th St


9th St BMX


Shoal Creek Saloon Patio


Historic 6th St Bridge

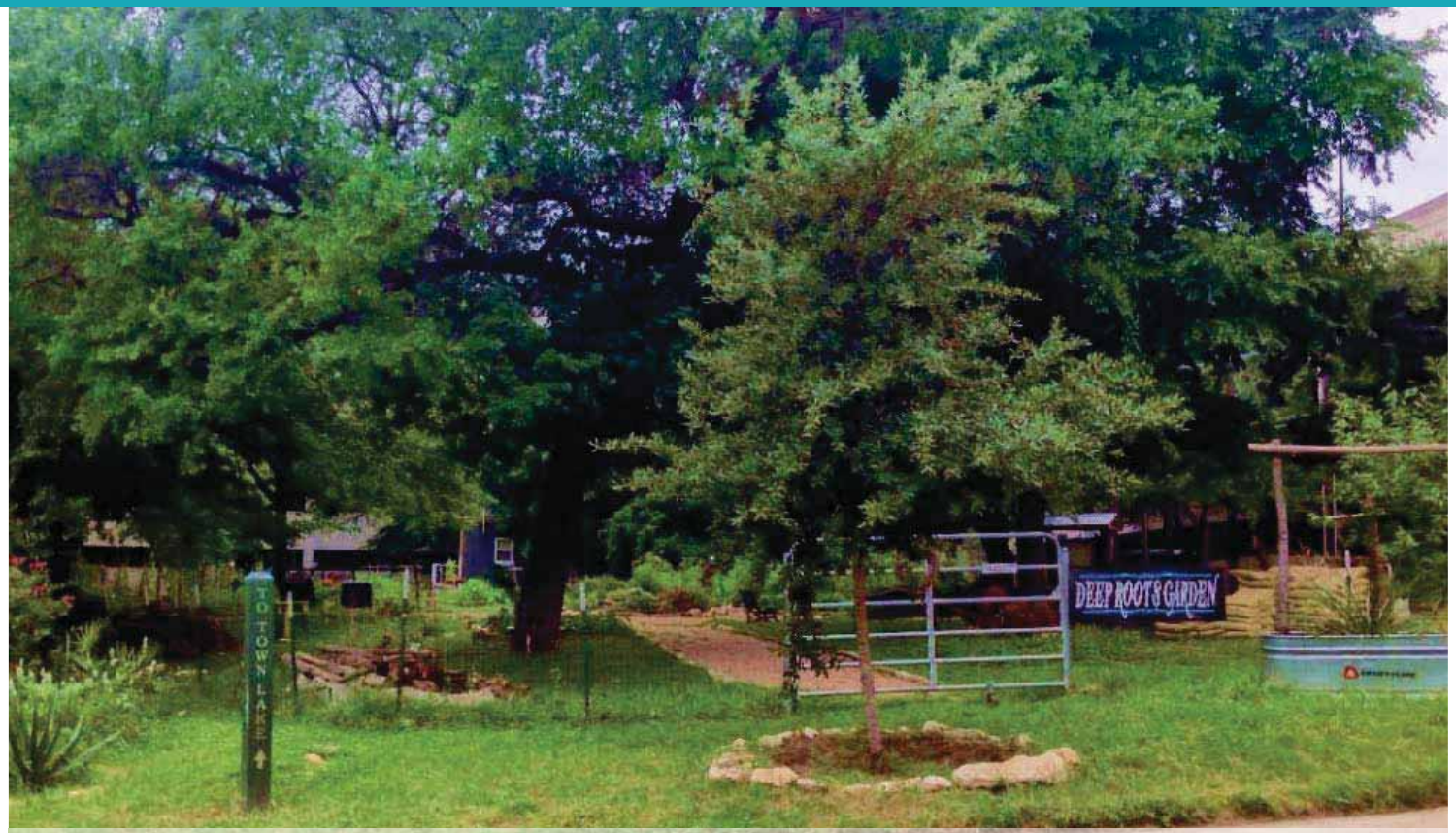

Deep Roots Community Garden

A2: 5th to 10th St (Duncan Park)



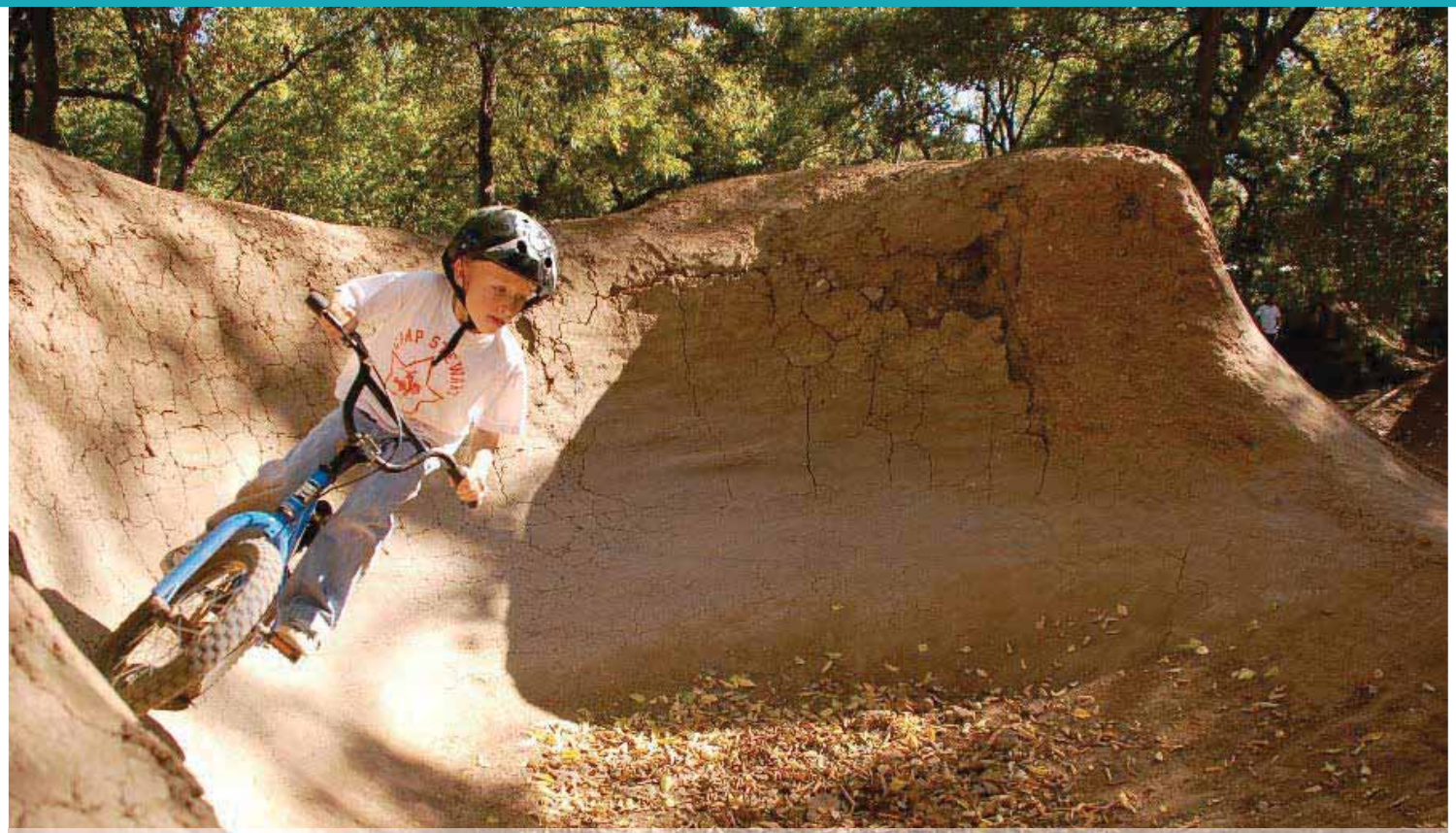
Opportunity: **Restore the historic 1887 West 6th Street Bridge and transform it into a iconic destination along the trail with lighting.**

A2: 5th to 10th St (Duncan Park)



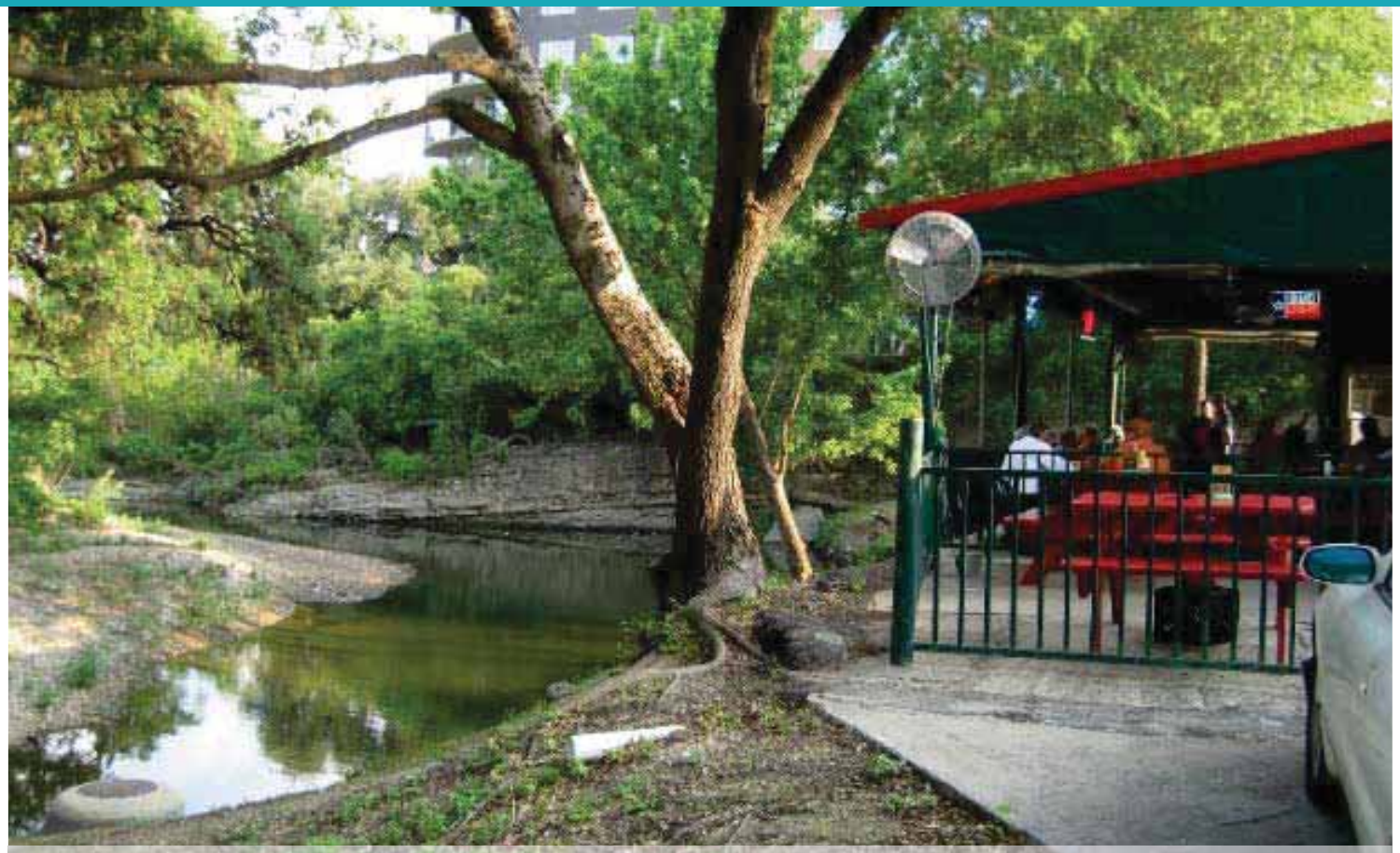
The Deep Roots Community Garden, a project of Whole Foods Market, is available to neighborhood residents and non-profit partners.

A2: 5th to 10th St (Duncan Park)



The 9th St BMX Park began 25 years ago as a grassroots effort with minimal City involvement. It is now an international destination.

A2: 5th to 10th St (Duncan Park)



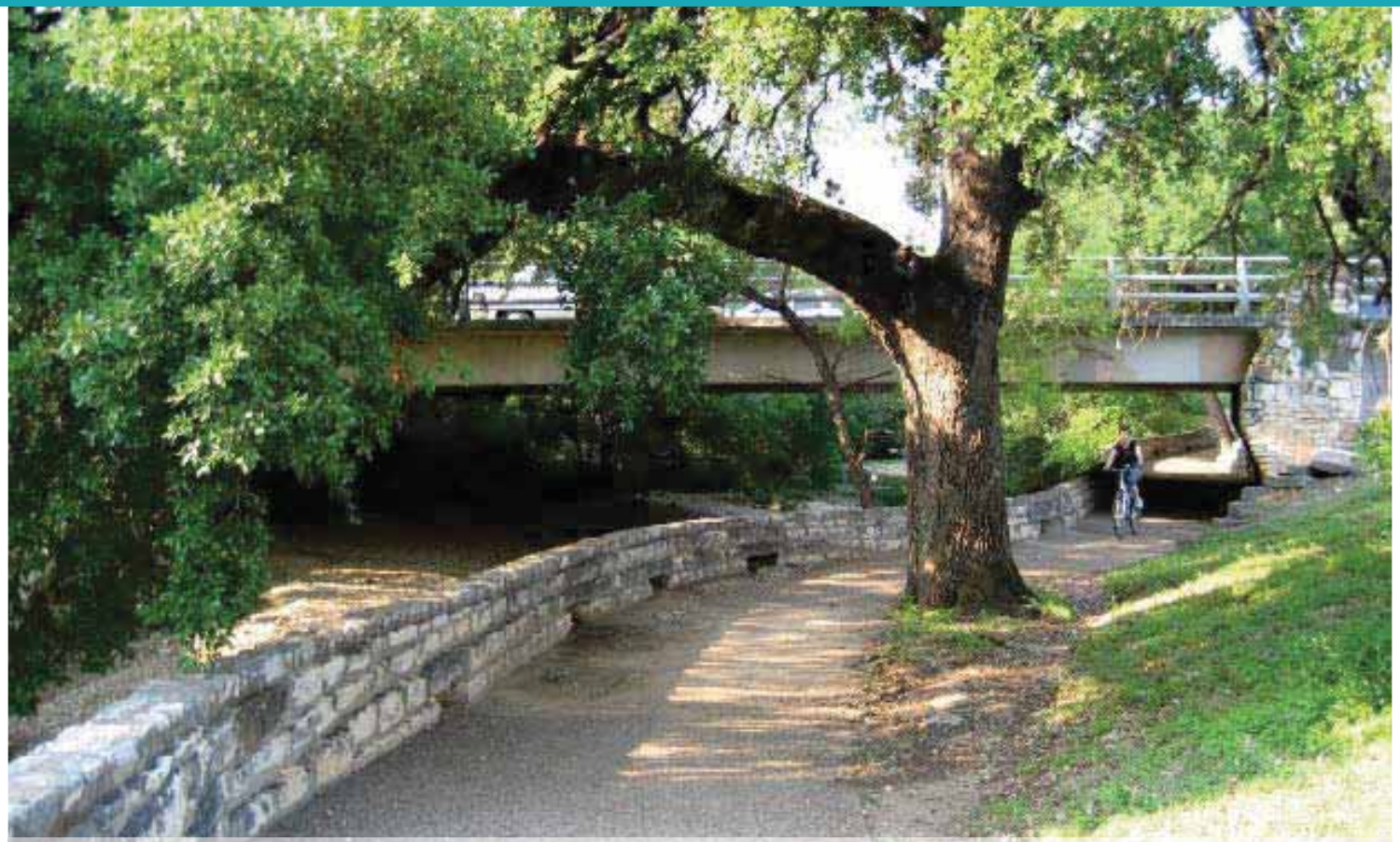
This local favorite serves Cajun dishes right along the bank of Shoal Creek.

A2: 5th to 10th St (Duncan Park)



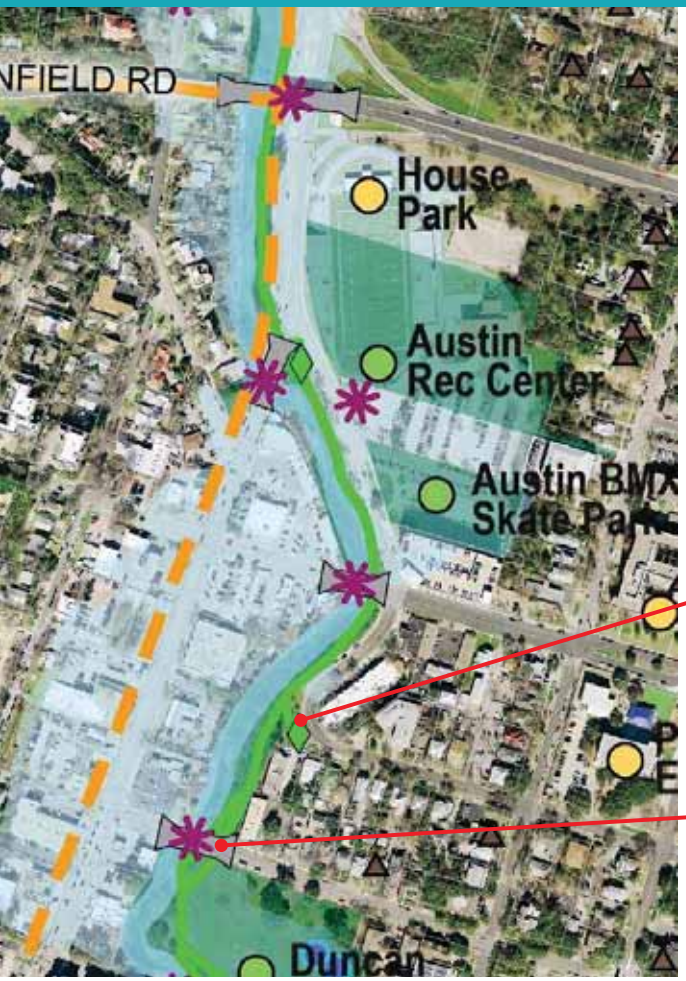
Opportunity: **Create a formal Shoal Creek Trailhead at Duncan Park as a part of the plan.**

A2: 5th to 10th St (Duncan Park)



At the northern end of Duncan Park is the 10th St Bridge, built in 1976.

Existing Conditions:
A3: 10th to 15th St (House Park)



11th STREET TRAILHEAD

CULTURALLY SIGNIFICANT SHOAL CREEK BRIDGES


House Park


Trail at Lamar & 15th St Looking South


BMX Skate Park


Trail at Lamar Looking South

A3: 10th to 15th St (House Park)



The Heath Eiland and Morgan Moss BMX Skate Park is located near House Park Recreation Center and includes art inspired by Shoal Creek's flood waters.

A3: 10th to 15th St (House Park)



The Lamar Bridge crossing over the Trail near House Park dates back to 1941.

A3: 10th to 15th St (House Park)



House Park opened in 1938 and is still used by AISD for high school football.

A3: 10th to 15th St (House Park)



Shoal Creek Trail crosses under the 15th St Bridge, across from House Park.

Existing Conditions:
A4: 15th to 24th St (Pease Park)



NEW TRAIL UNDERCROSSING AT 24TH CROSSING

CUSTER'S MEADOW

TUDOR COTTAGE

PEDESTRIAN BRIDGE

KINGSBURY ENTRYWAY


Looking South from Pease Park Ped Bridge


Pease Park Sidewalk Along Lamar


Lamar & 24th St Bikeway Underpass


Tudor Cottage & Historic Limestone Walls



Historic Gateway

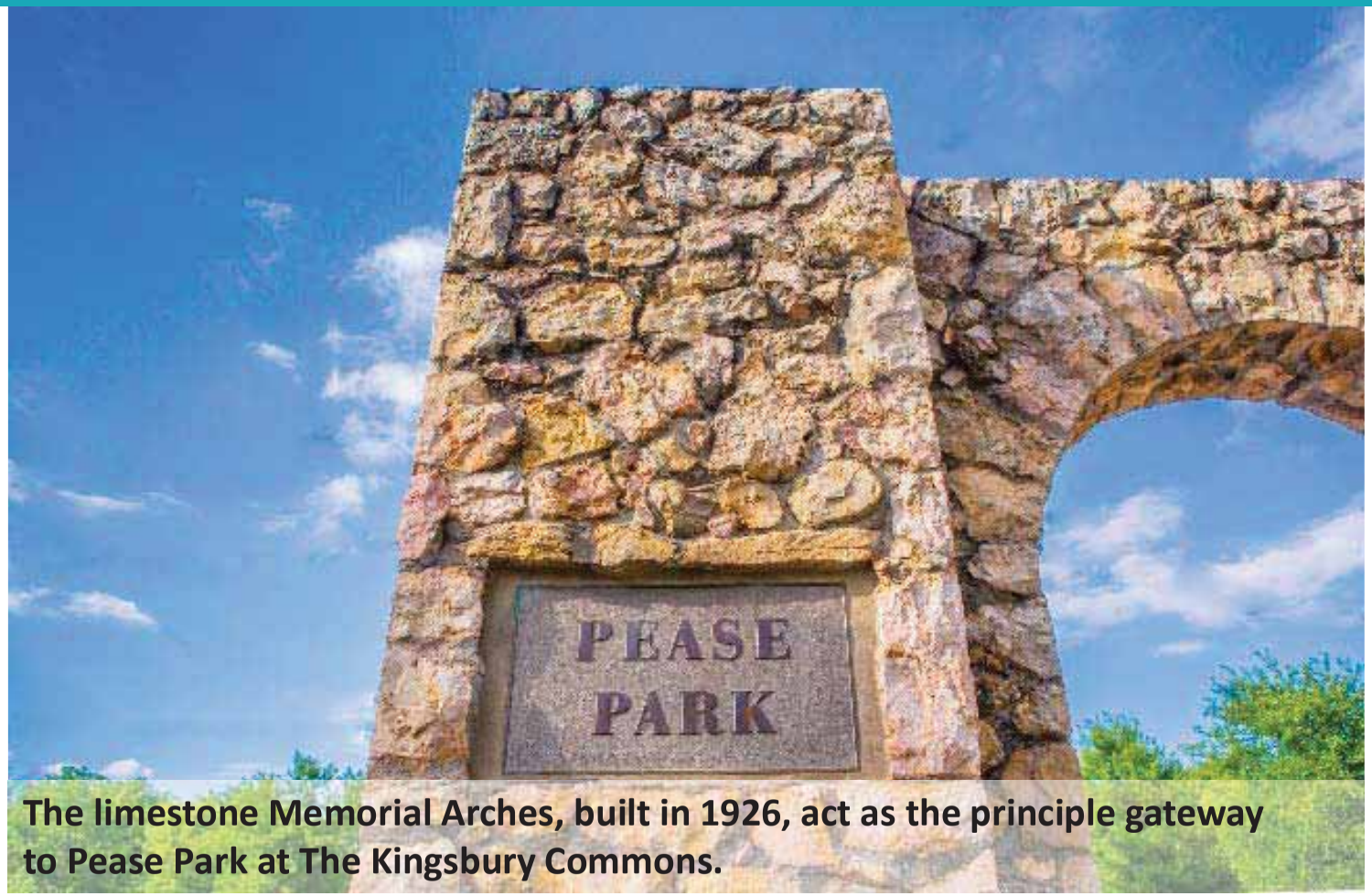

Pease Park Lawn

A4: 15th to 24th St (Pease Park)



Austin's skyline is visible when looking south from the Pease Park pedestrian bridge near Lamar & 15th St.

A4: 15th to 24th St (Pease Park)



The limestone Memorial Arches, built in 1926, act as the principle gateway to Pease Park at The Kingsbury Commons.

A4: 15th to 24th St (Pease Park)



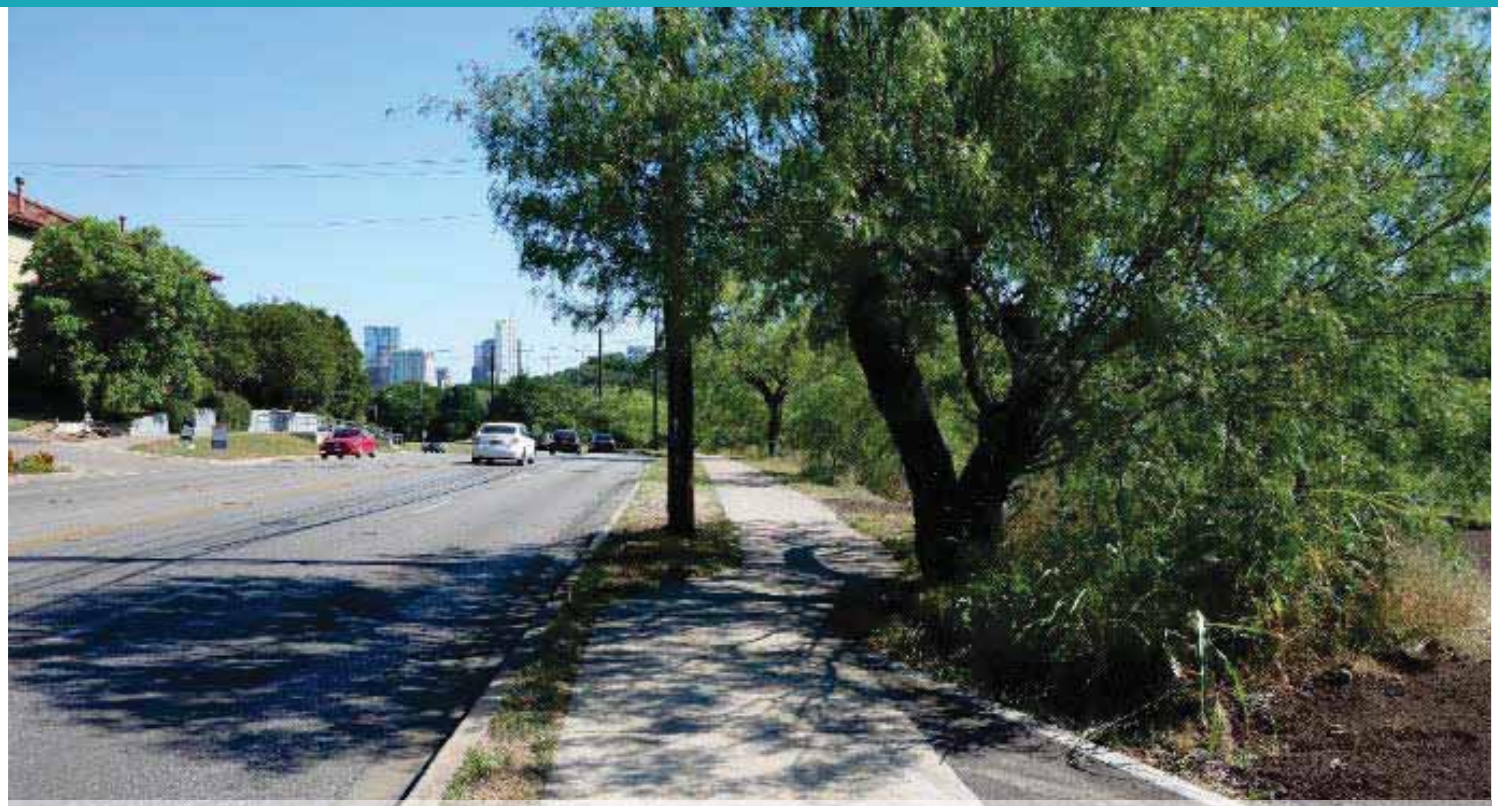
The old restroom known as the Tudor Cottage, was designed in the mid-1920s, and is one of the earliest buildings in Austin to be used as a park facility.

A4: 15th to 24th St (Pease Park)



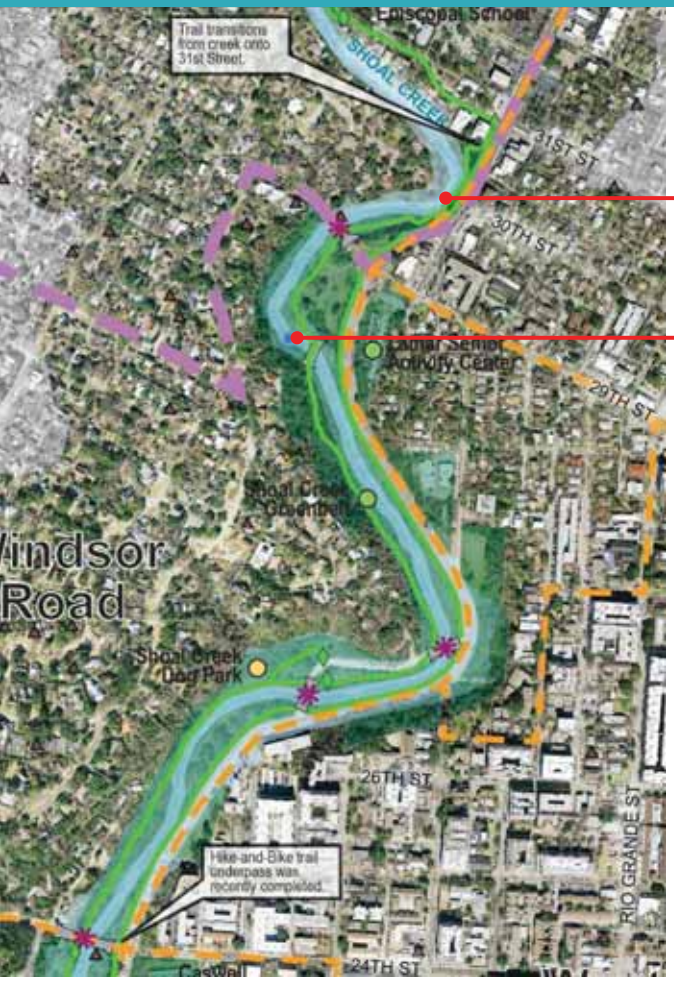
Pease Park was originally part of the 365-acre Woodlawn Plantation owned by former Texas Governor & Mrs. E.M. Pease.

A4: 15th to 24th St (Pease Park)



Opportunity: **Widen this sidewalk to serve as a multi-use pathway, and improve the transition between the new 24th St Bridge underpass and the existing sidewalk.**

Existing Conditions:
A5: 24th to 31st St (Split Rock Canyon)



SPLIT ROCK CANYON

SPRING


Split Rock Canyon


29th St Bridge Underpass


Lamar & 24th St Bikeway Underpass


Off-Leash Dog Park

A5: 24th to 31st St (Split Rock Canyon)



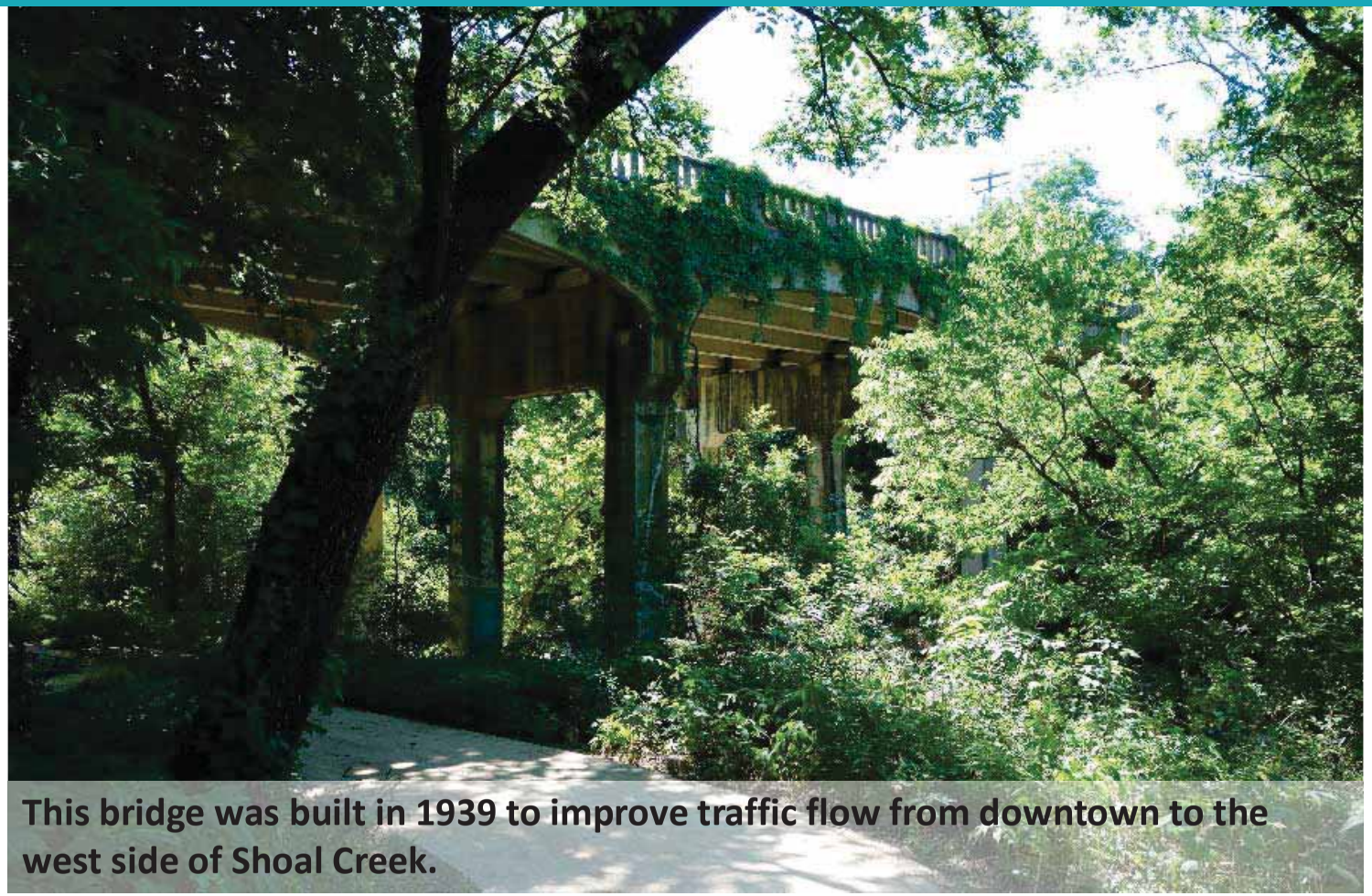
This portion of the 24th St Bridge underpass, which runs along the east bank of Shoal Creek, was recently completed.

A5: 24th to 31st St (Split Rock Canyon)



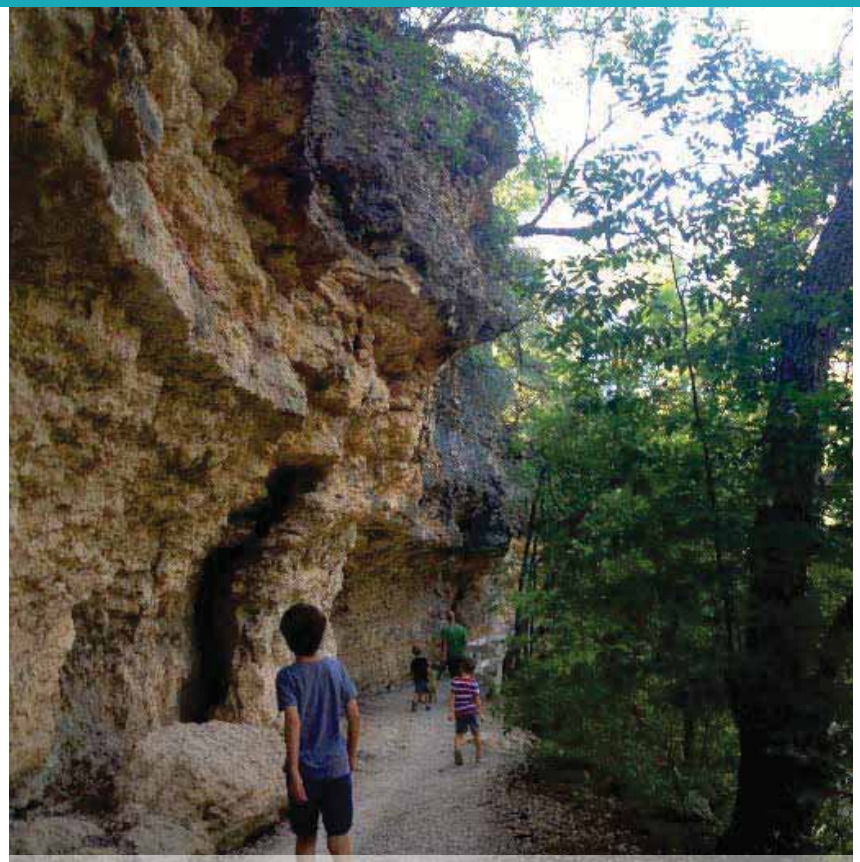
The portion of the Trail from 24th St to 29th St is designated as an off-leash zone in Pease Park.

A5: 24th to 31st St (Split Rock Canyon)



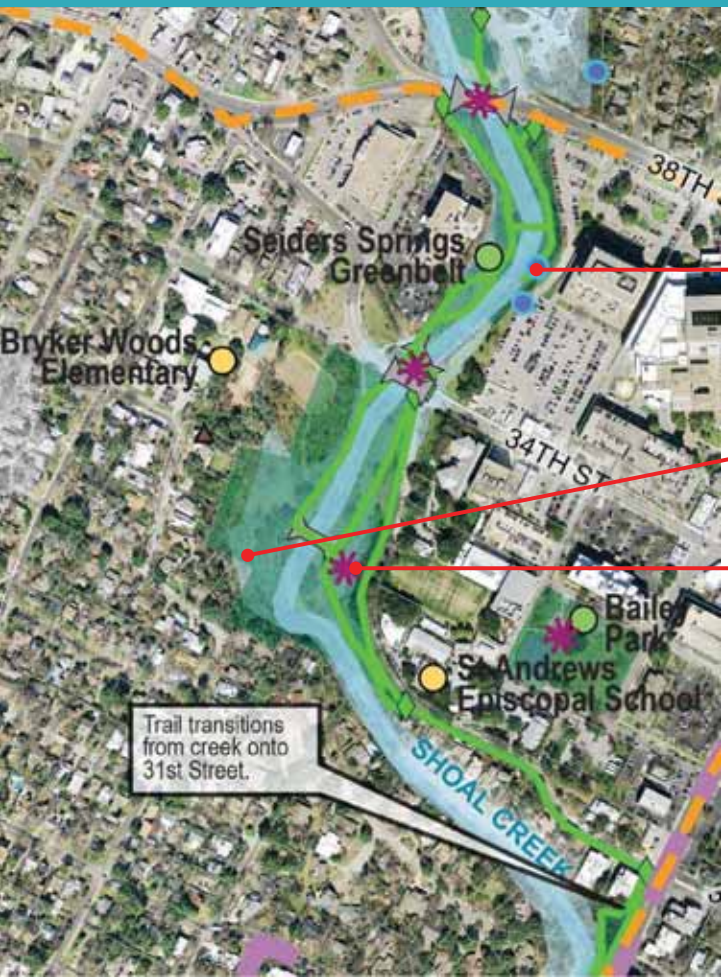
This bridge was built in 1939 to improve traffic flow from downtown to the west side of Shoal Creek.

A5: 24th to 31st St (Split Rock Canyon)



This portion of the Trail has scenic bluffs that can make bicycling here a challenge.

Existing Conditions:
A6: 31st to 38th St (Seiders' Springs)



SEIDERS SPRINGS

OUTDOOR CLASSROOM

SHOAL CREEK GAZEBO


Crossing at Seider Springs


Outdoor Classroom


Shoal Creek Gazebo



Trail at 31st St

A6: 31st to 38th St (Seiders' Springs)



Shoal Creek Trail was under reconstruction until recently, barring access from this particular entrance just next to Lamar Blvd at 31st St.

A6: 31st to 38th St (Seiders' Springs)



Opportunity: **Enhance the Gazebo to function better for activities and events.**

A6: 31st to 38th St (Seiders' Springs)



The outdoor classroom near Bryker Woods Elementary has limestone blocks for seating under heritage trees.

A6: 31st to 38th St (Seiders' Springs)



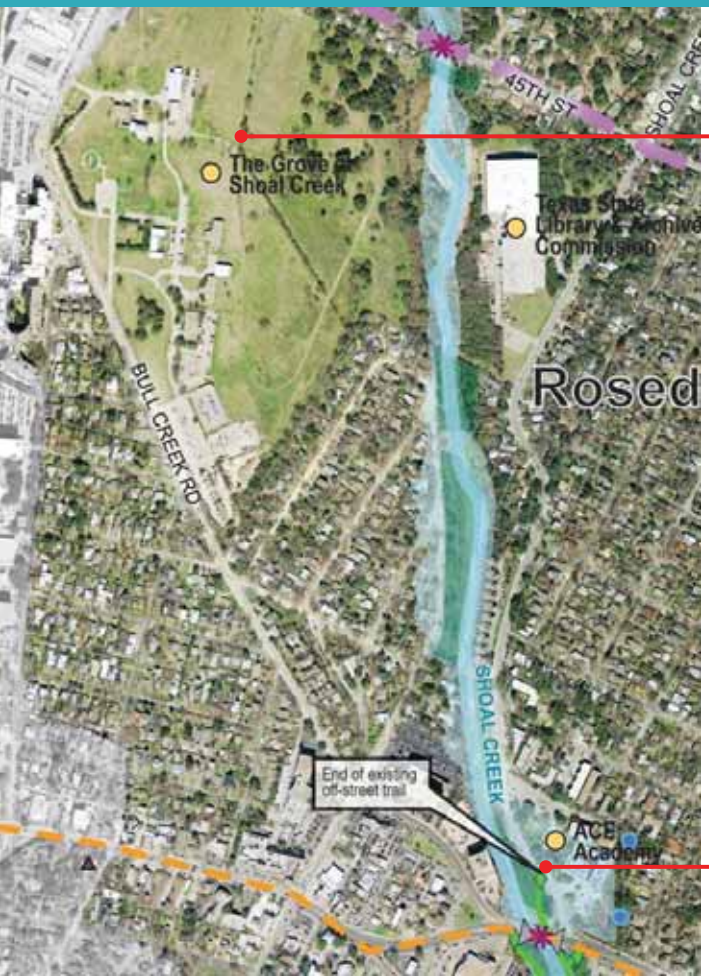
The pedestrian bridge leads to the two springs on the east side of Shoal Creek.

Existing Conditions: A Walk Along the Creek
SEGMENT B

B7: 38TH - 45TH (THE GROVE)
B8: 45TH - 2222 (AUSTIN MEMORIAL PARK)
B9: 2222 - FOSTER LANE (NORTHWEST REC CENTER)



Existing Conditions:
B7: 38th to 45th St (The Grove at Shoal Creek)



THE GROVE AT SHOAL CREEK PUD

END OF EXISTING OFF-STREET TRAIL


Texas State Library Archives


Creek Side at The Grove


Old Infrastructure in Creek Bed


Creek Bed Above 38th St


Trail Underpass at 38th St


Beginning of Trail at 38th St

B7: 38th to 45th St (The Grove at Shoal Creek)



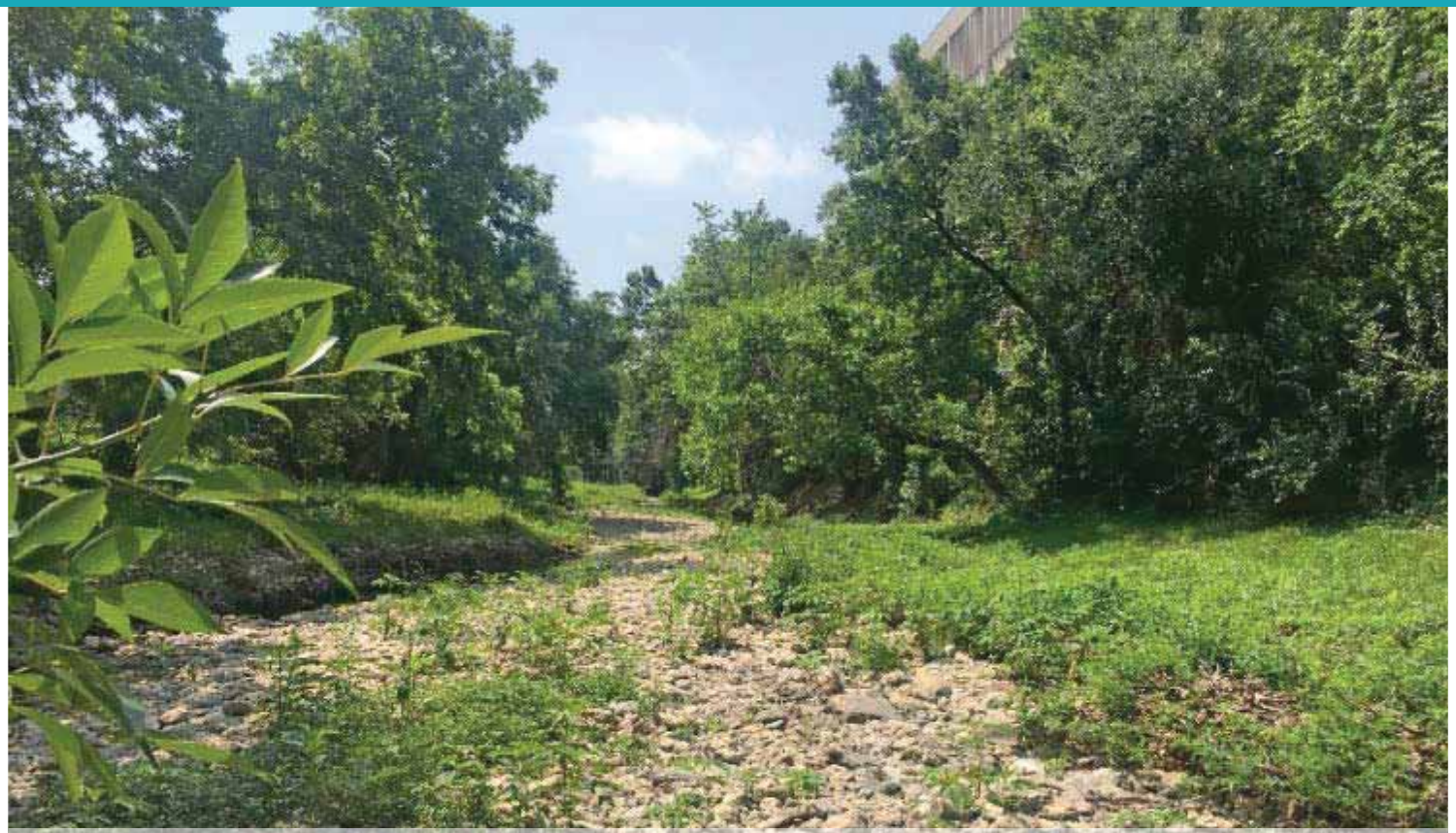
Opportunity: **Install safety lighting at the 38th St Bridge, built in 1955.**

B7: 38th to 45th St (The Grove at Shoal Creek)



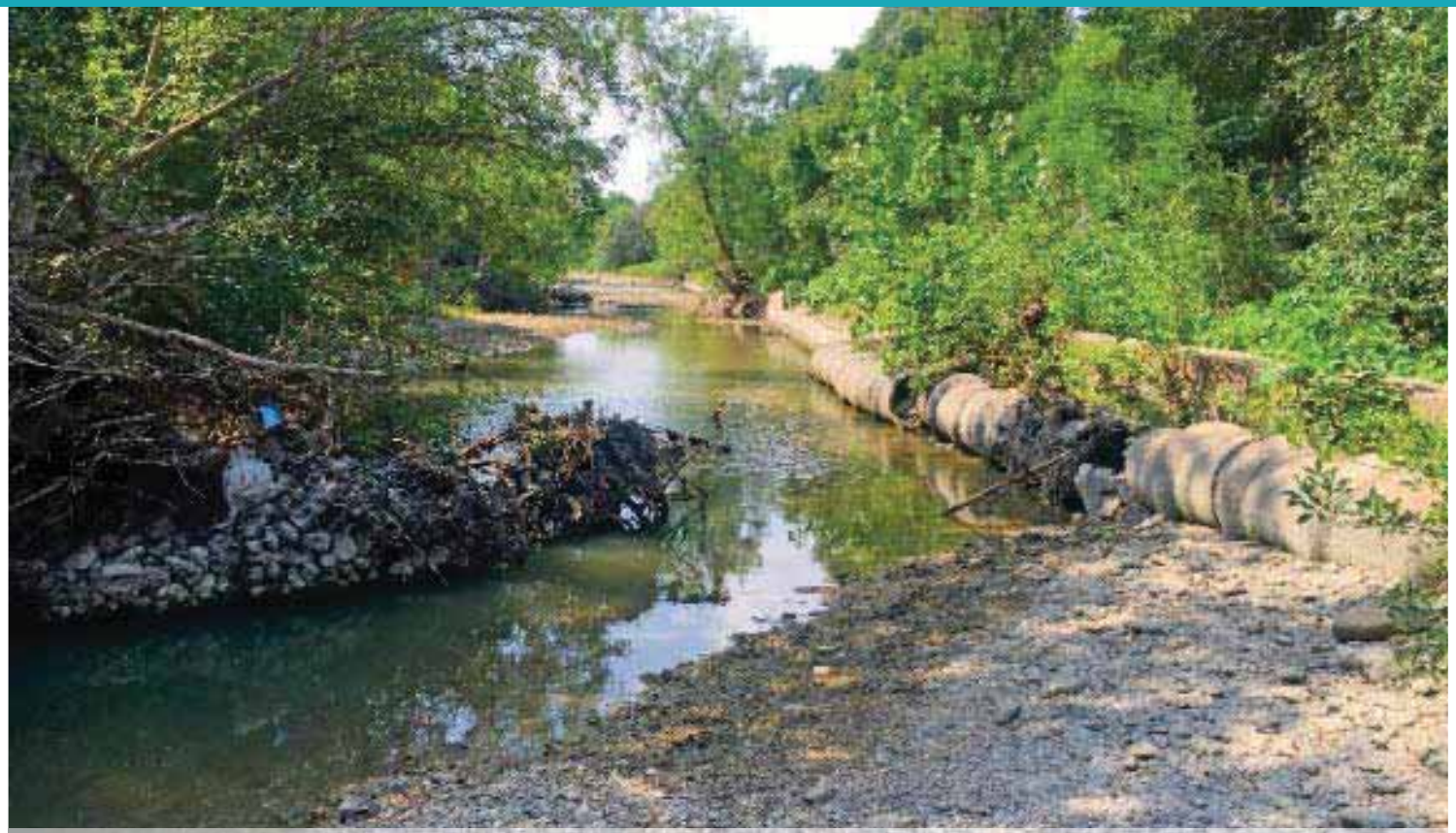
The on-street bike lane transitions from Shoal Creek Blvd to the off-street Trail just north of 38th St.

B7: 38th to 45th St (The Grove at Shoal Creek)



The wide stream channel and perennial pool to the left flows from the springs north of 38th St.

B7: 38th to 45th St (The Grove at Shoal Creek)



There has been substantial erosion of the banks and scouring of the creek bed below the State Library and Archives Commission building.

B7: 38th to 45th St (The Grove at Shoal Creek)



This area will become a signature public park as part of The Grove at Shoal Creek development.

B7: 38th to 45th St (The Grove at Shoal Creek)



The Library and Archives Commission building is located on the east side of Shoal Creek across from the future park at The Grove.

Existing Conditions:
B8: 45th to 2222 (Austin Memorial Park)




Creek Character at Allandale (2222)


Informal Trail at Shoal Creek Blvd & Allandale Rd


Ligustrum Forest, West side of Creek

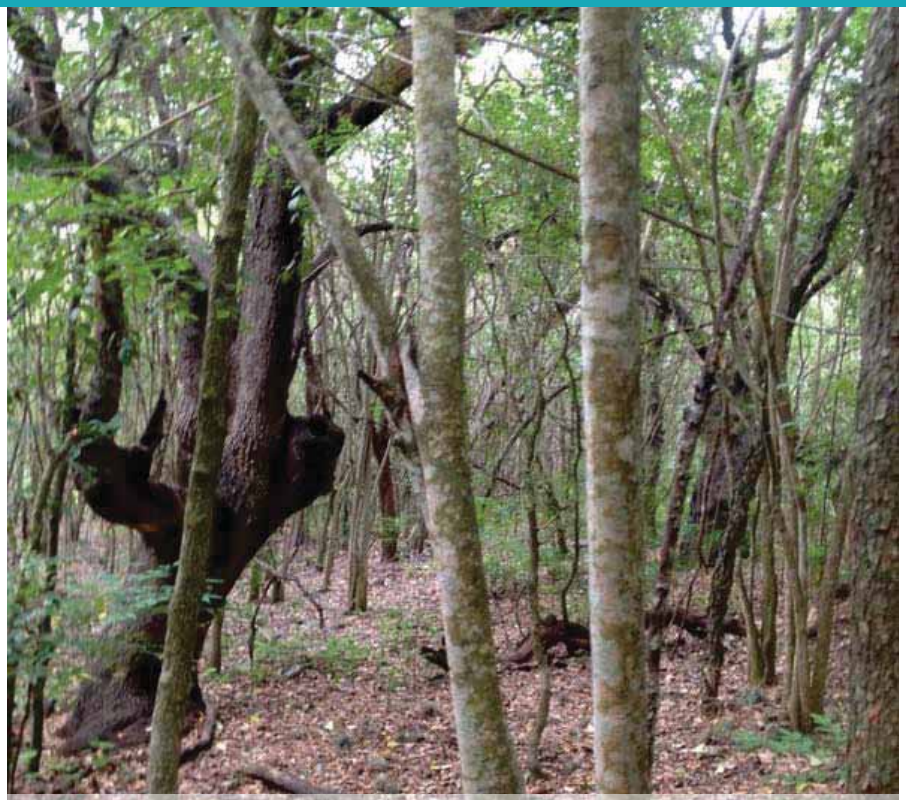

Shoal Creek Blvd Looking North

B8: 45th to 2222 (Austin Memorial Park)



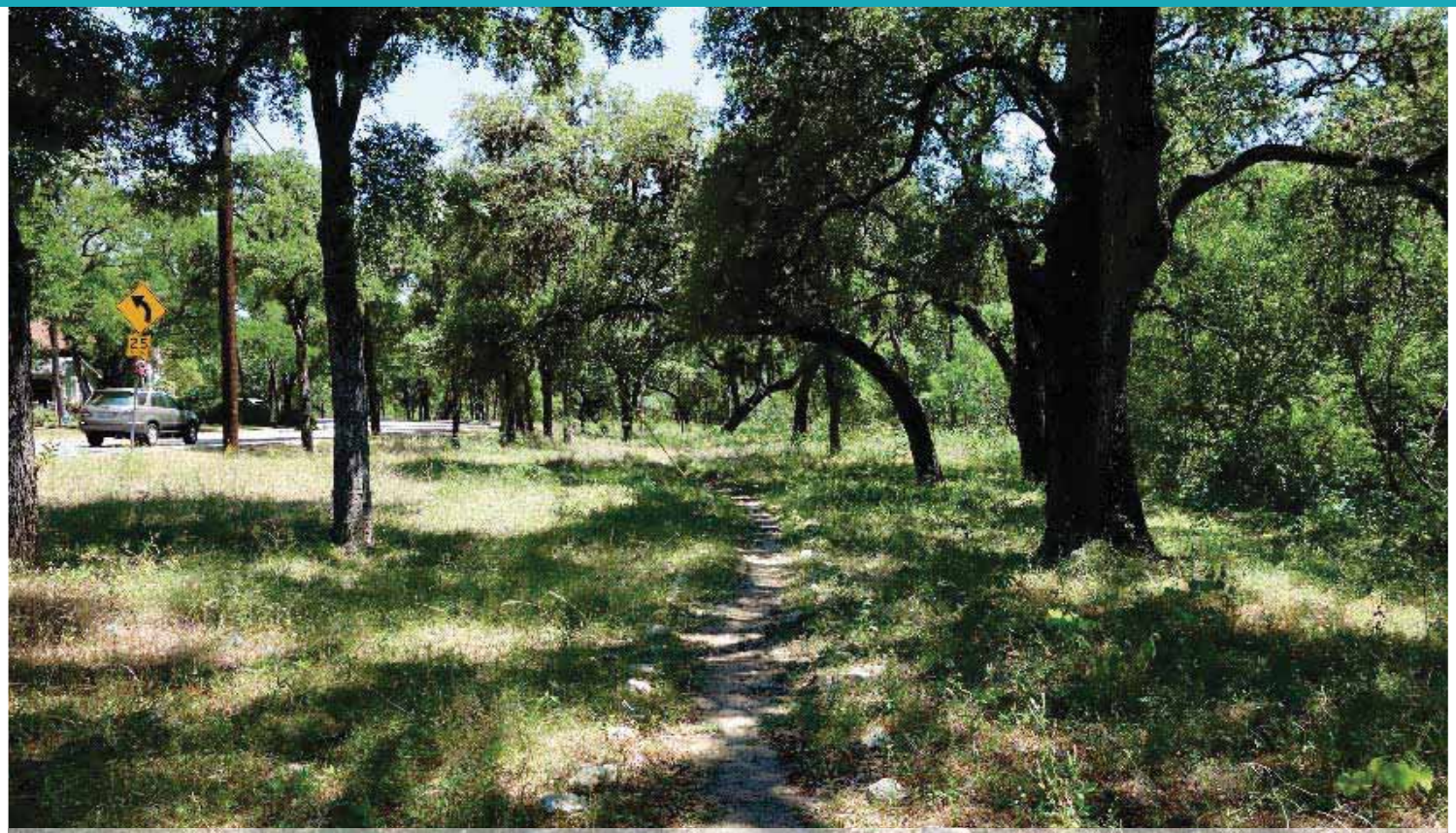
Much of Shoal Creek Blvd has a sholder that allows both car parking and bicycling.

B8: 45th to 2222 (Austin Memorial Park)



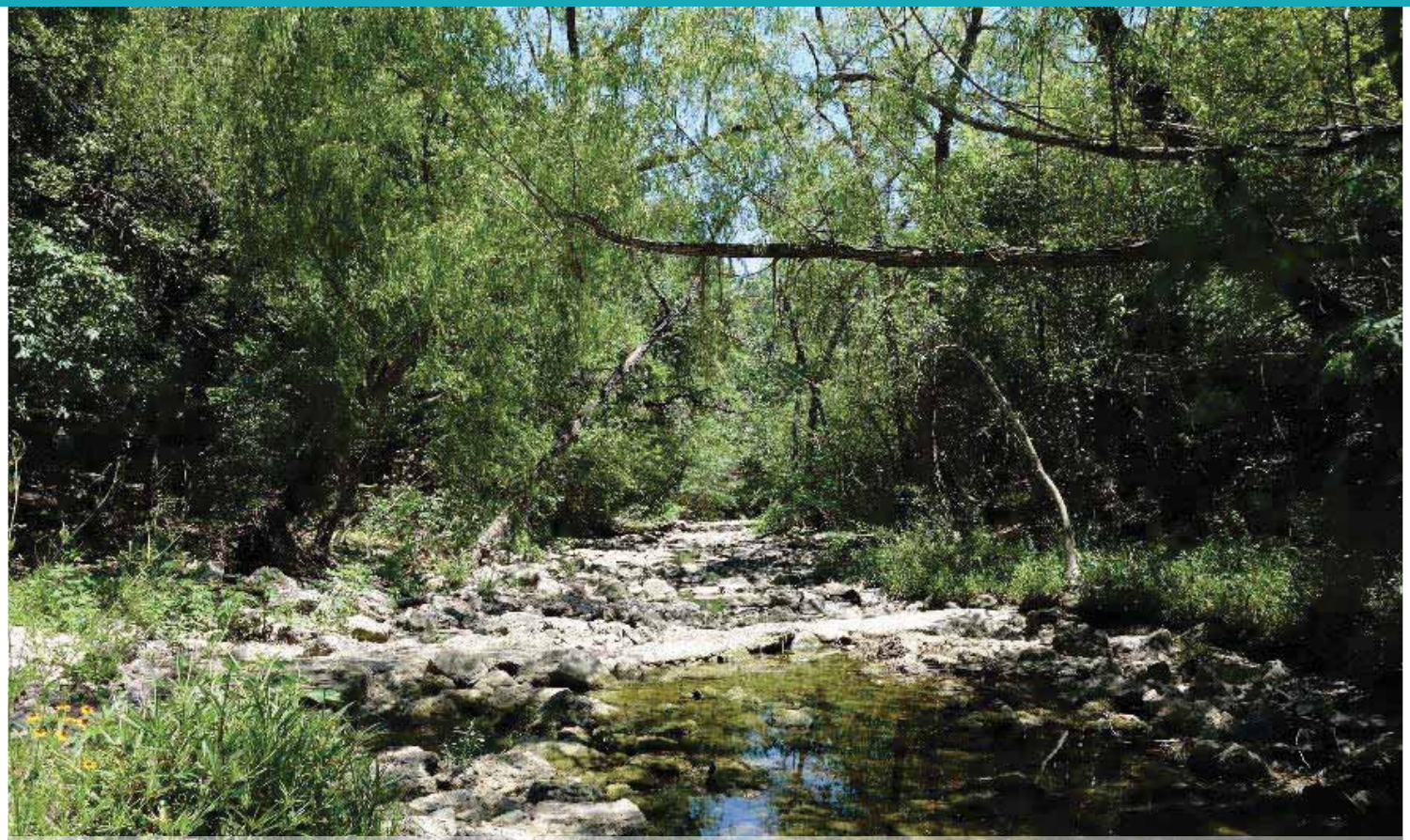
An invasive Ligustrum forest is located on the west bank of Shoal Creek, below the Austin Memorial Park.

B8: 45th to 2222 (Austin Memorial Park)



An informal trail, lined with new seedlings, is located along the east bank of Shoal Creek, near Allandale Rd/2222.

B8: 45th to 2222 (Austin Memorial Park)



This section of the creek is shallow and heavily vegetated.

Existing Conditions:
B9: 2222 to Foster Ln (Northwest Park)



GREAT NORTHERN DAM AND FAR WEST TRAIL CONNECTION

NORTHWEST PARK

GULLETT ELEMENTARY

LAMAR MIDDLE SCHOOL


Pond & Picnic Area at Northwest Park


Ped Bridge at Silverway Drive


Creek Character

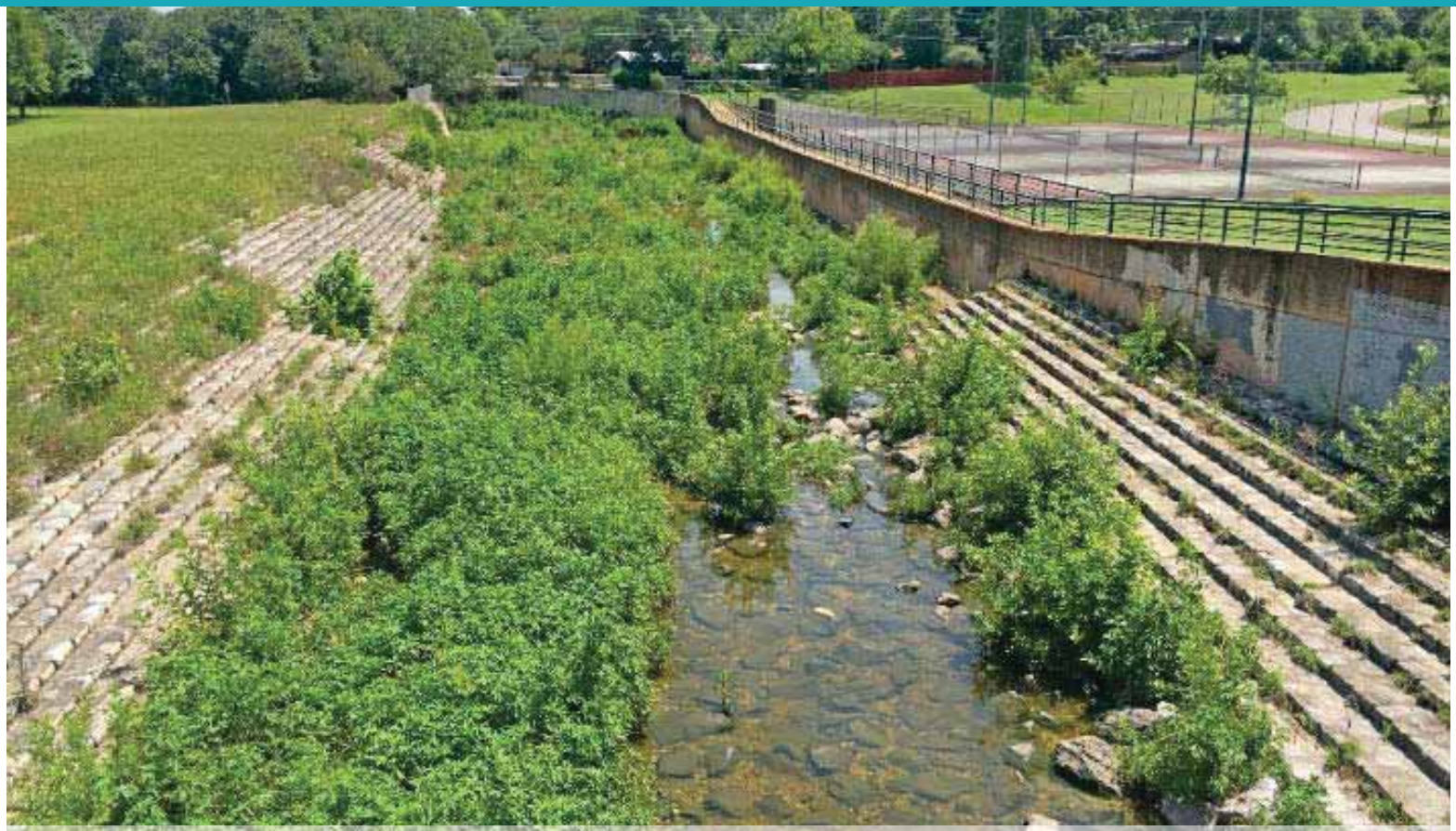

Shoal Creek Blvd Looking South

B9: 2222 to Foster Lane (Northwest Park)



Northwest Park is a popular community park for socializing and ball games and serves as a retention pond for Shoal Creek floodwaters.

B9: 2222 to Foster Lane (Northwest Park)



The Northwest Park has an engineered creek bed and banks filled with vegetation.

B9: 2222 to Foster Lane (Northwest Park)



The Silverway Dr pedestrian bridge is popular for bird-watching.

B9: 2222 to Foster Lane (Northwest Park)



Shoal Creek Blvd, looking south towards Foster Ln, has sub-standard bicycle and pedestrian facilities

Existing Conditions: A Walk Along the Creek

SEGMENT C

C10: FOSTER LANE - 183 (NORTH SHOAL CREEK NPA)
C11: 183 - WALNUT CREEK GREENWAY TRAIL (HEADWATERS)



Existing Conditions:
C10: Foster Ln to US 183 (North Shoal Creek NPA)



INFORMAL TRAIL UNDER 183, FUTURE SHARED USE PATH

PILLOW ELEMENTARY SCHOOL

FOSTER BRANCH

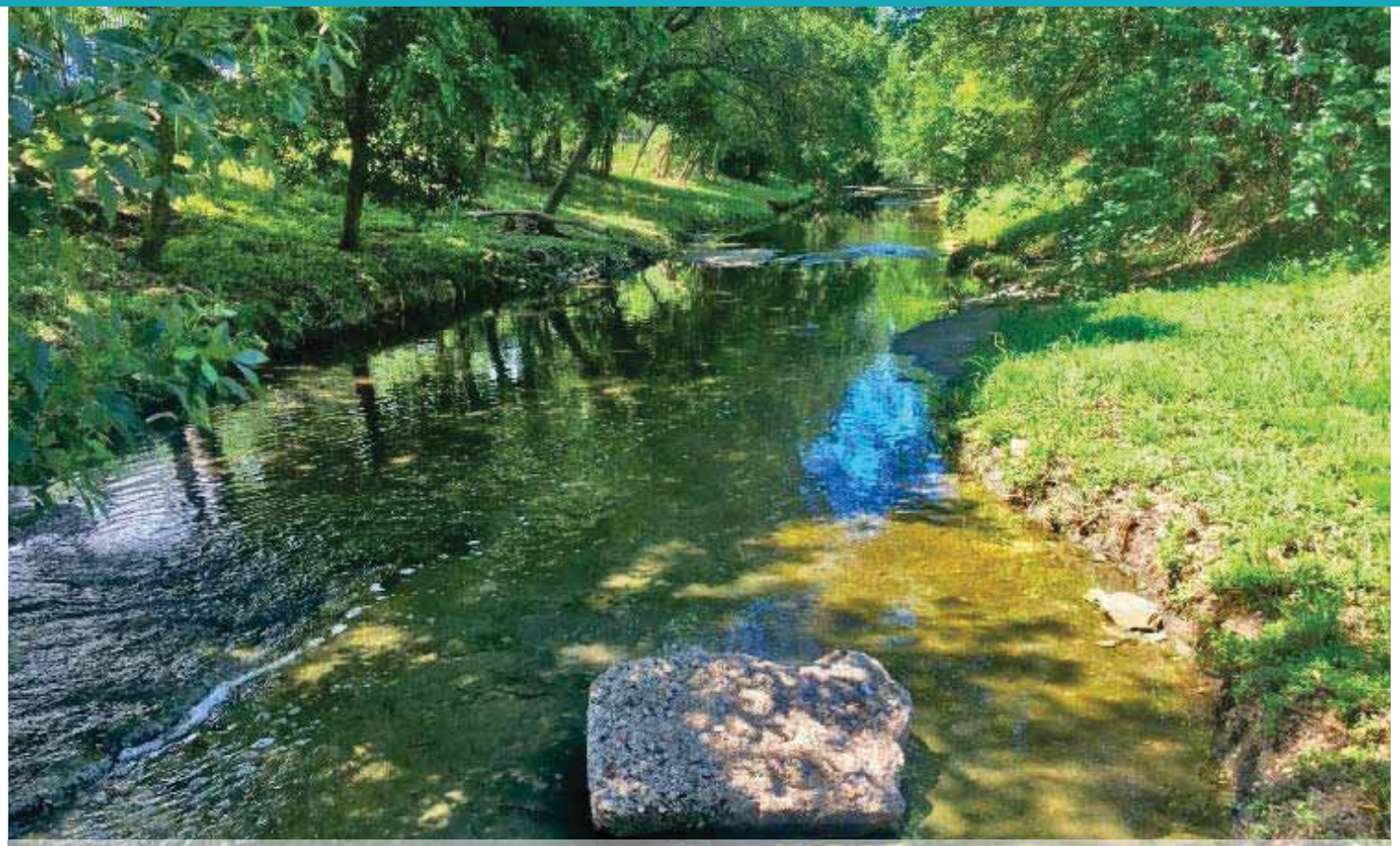

Shoal Creek Blvd Crossing Shoal Creek


Headwaters at 183


Shoal Creek Blvd Looking South


Creek Character

C10: Foster Lane to US 183 (North Shoal Creek NPA)



There is significant creek-side open space between Anderson Ln and Steck Ave.

C10: Foster Lane to US 183 (North Shoal Creek NPA)



This wider section of Shoal Creek Blvd. has unprotected, one-way bike lanes.

C10: Foster Lane to US 183 (North Shoal Creek NPA)



Shoal Creek, north of Anderson Ln, is surrounded by light industrial uses.

C10: Foster Lane to US 183 (North Shoal Creek NPA)



Shoal Creek crosses under US 183 in culverts and pipes.

Existing Conditions:
C11: US 183 to Walnut Creek Greenway (Headwaters)




Informal Trail


Detention Field, North of 183


UPRR Bridge


Lake Fail


Possible Trail Connection on Longhorn Blvd & Neils Thompson Dr

C11: US 183 to Walnut Creek Greenway (Headwaters)



Shoal Creek, above 183 and below Lake Fail, is channelized and passes under the UP Railroad.

C11: US 183 to Walnut Creek Greenway (Headwaters)



Lake Fail, created to detain stormwater, provides a rich wetland area and is a popular birding destination.

C11: US 183 to Walnut Creek Greenway (Headwaters)



A new bicycle crossing under US 183 will soon be constructed as part of the MOPAC Improvement Project.

C11: US 183 to Walnut Creek Greenway (Headwaters)



The North Austin Soccer Alliance soccer fields are located in the stormwater detention area.

C11: US 183 to Walnut Creek Greenway (Headwaters)



Opportunity: **Neils Thompson Dr and Longhorn Blvd could connect Trail users from the US 183 area to Pickle Research Campus and Burnet Rd.**

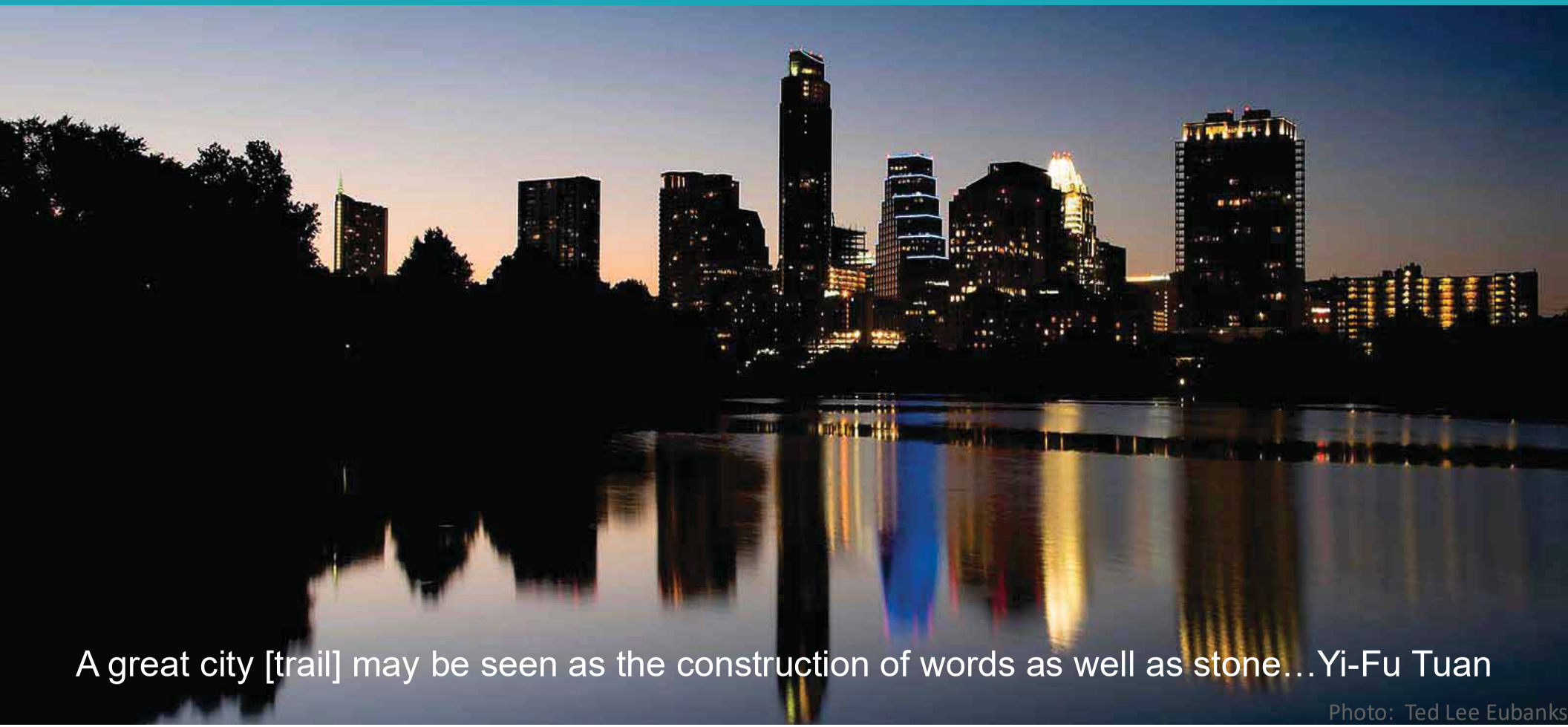
history & culture

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



Photo: Ted Lee Eubanks

history & culture: interpretive planning



history & culture:
finding & telling the stories

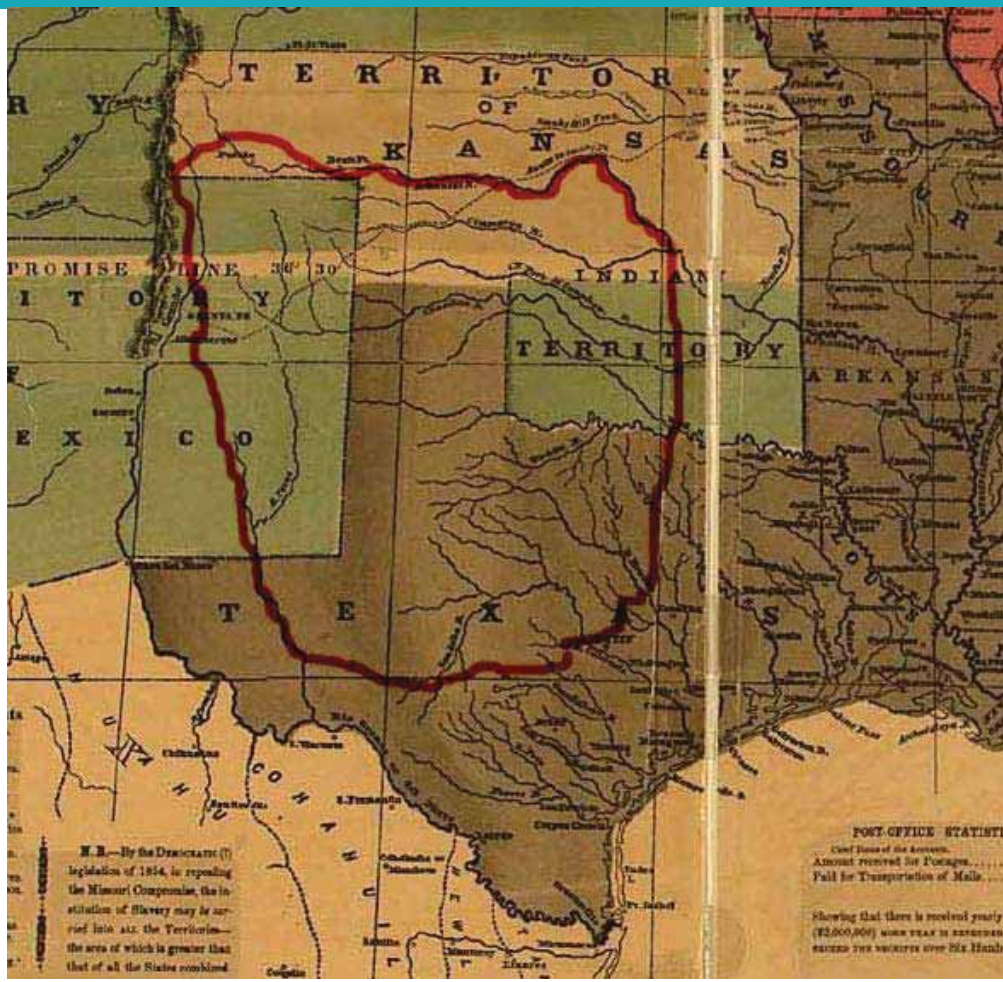


Narratives (stories) are used in planning to connect new with old and to foster a sense of identity and community.

history & culture: potential storylines

Austin's origins storyline:

- Comancheria
- Early Settlement
- Waterloo
- 1839 City Plan



history & culture: potential storylines

the New Deal storyline

- Governor Pease, the Woodlawn Estate and Jacob Fontaine
- Civil War and Reconstruction
- The Great Depression and the New Deal
- The New City Arises





austinsplitrock.wordpress.com/the-trail/

history & culture: potential storylines

"edge of the plateau" storyline

- Geology (Balcones Escarpment and the Edwards Plateau)
  - Flooding
  - Springs
- Paleontology
- Biological Crossroads
- One of a Kind (Endemism)
- Great Plains

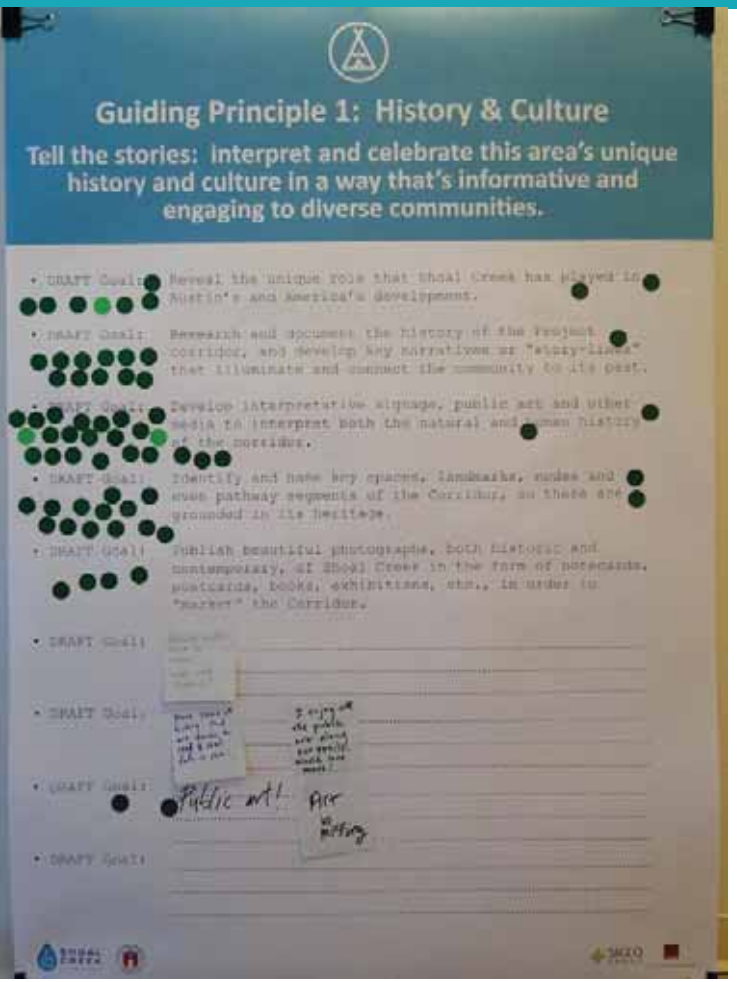


history & culture



Workshop participants engage in discussions surrounding the History & Culture of the Shoal Creek Corridor.

history & culture



Top 3 Community Prioritized Goals:

- Develop interpretative signage, public art and other media to interpret both the natural and human history of the corridor.
- Identify and name key spaces, landmarks, nodes and even pathway segments of the Corridor, so these are grounded in its heritage.
- Research and document the history of the Project corridor, and develop key narratives or "story-lines" that illuminate and connect the community to its past.

natural resources & ecology

Identify and integrate best practices in environmental stewardship, sustainability and resiliency.



Photo: Ted Lee Eubanks

natural resources & ecology: urban watershed facts



Total basin area: 13 square miles

Creek length: 11 miles

2000 population: 59,011

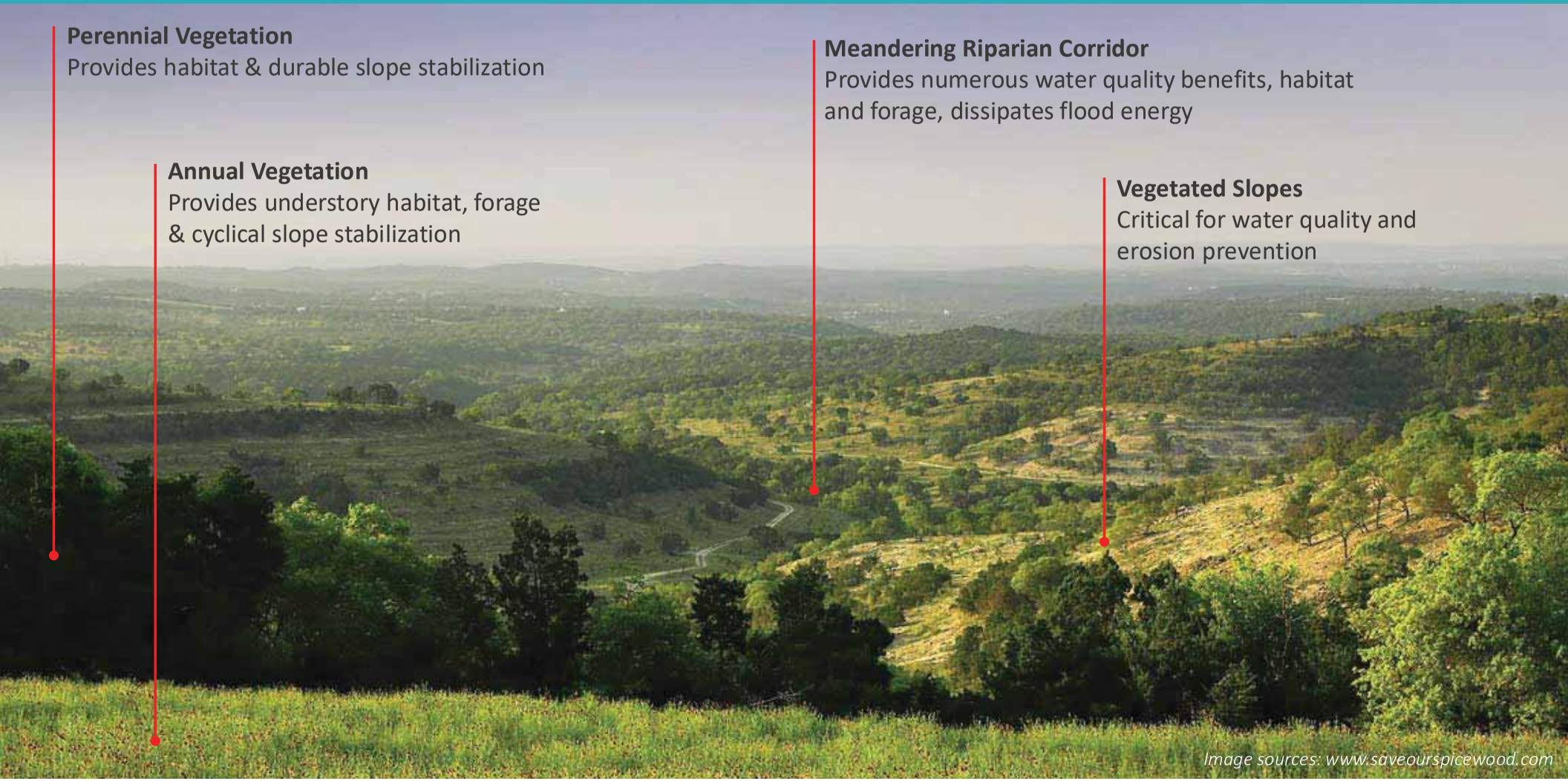
2030 projected population: 78,759 (33% increase from 2000)

"the edge of the plateau"…

…shifting in geology and topography from Hill Country to Prairie - shift in biotic distributions from east to west.

Sources: COA 2014 EII Watershed Summery Report

IMPORTANCE OF HEADWATERS



natural resources & ecology: Shoal Creek headwaters

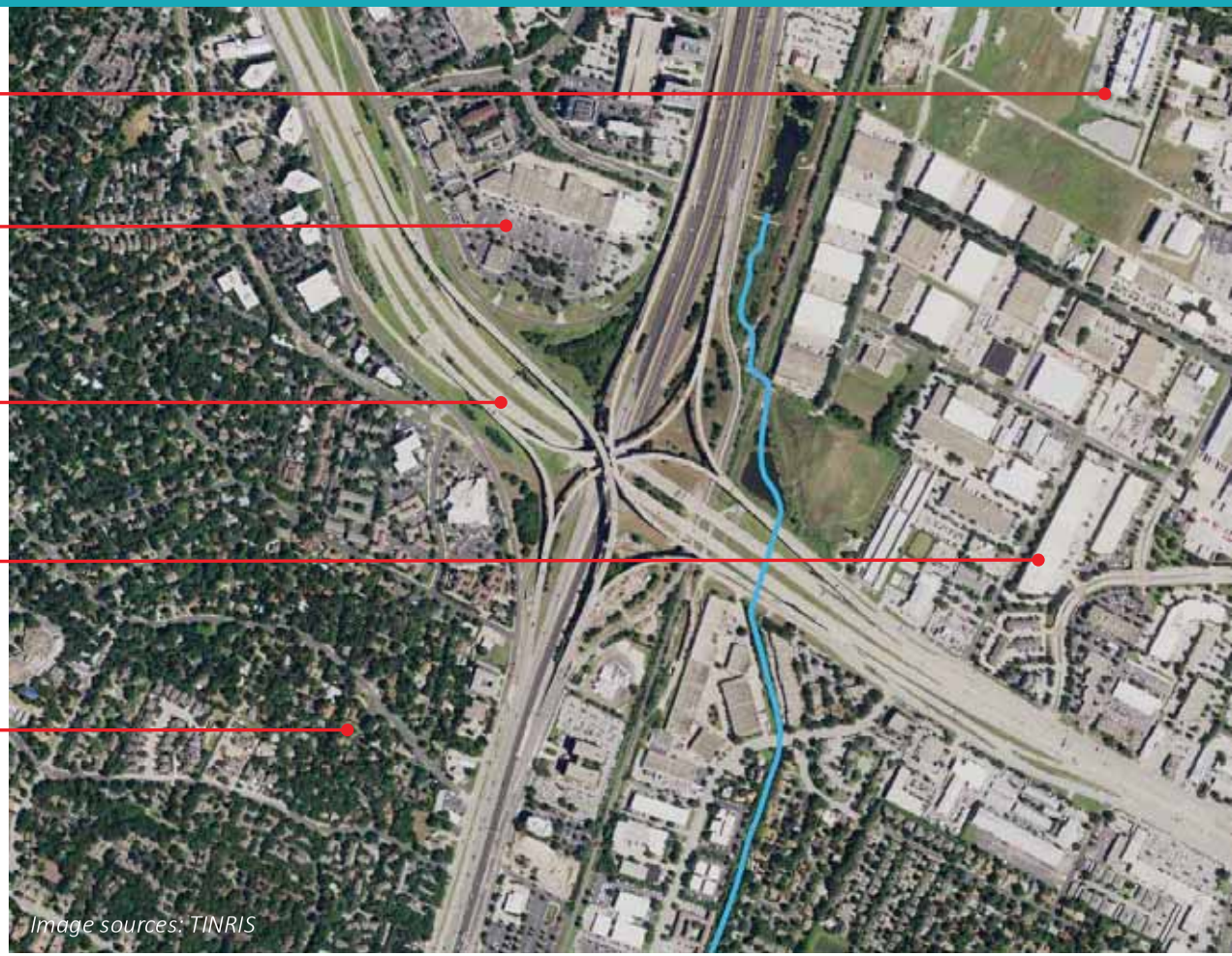
Institutional
(University of Texas, Pickle Research Campus)

Commercial Surface Parking
Extensive commercial Buildings and parking, across headwaters and lining major transit corridors

Infrastructure
Major infrastructure, including US183 and Loop1

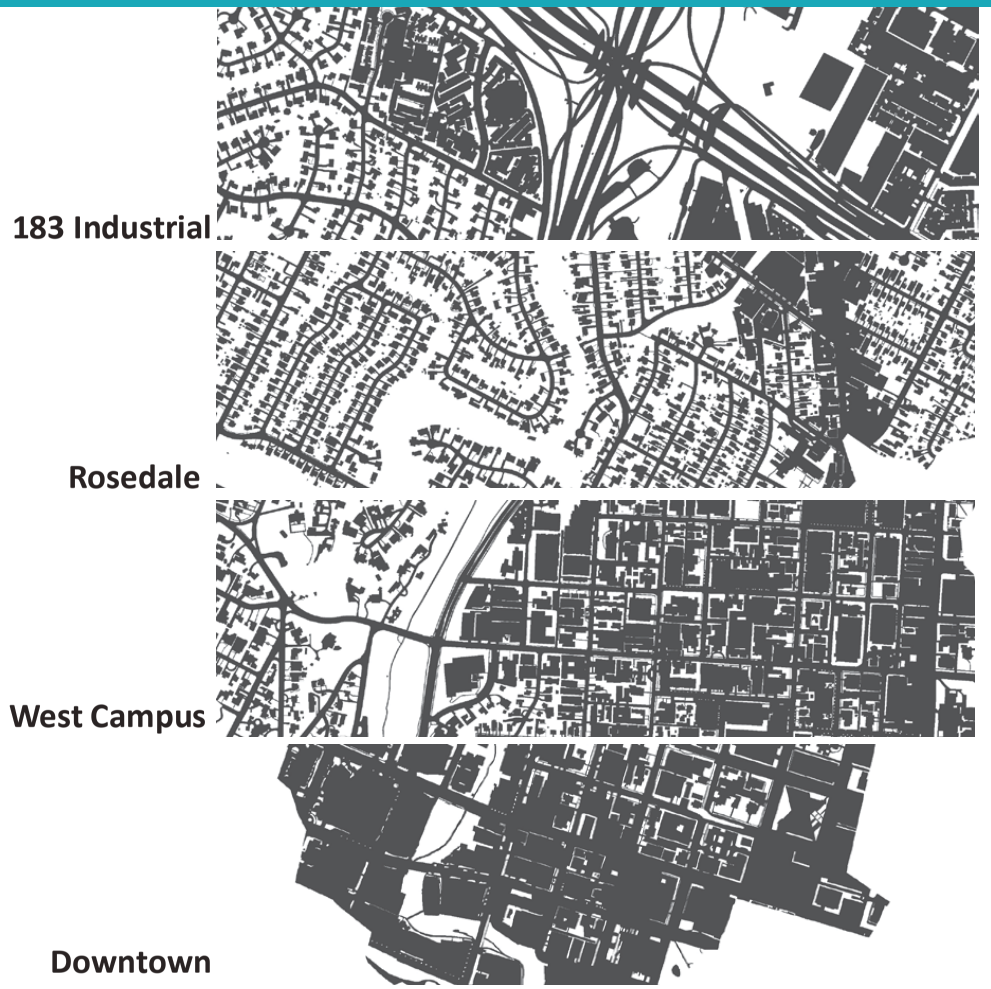
Industrial
Large clusters of light industrial in the east side of the basin around 183

Single-Family Residential
Expansive detached single-family neighborhoods with few remaining open land parcels



natural resources & ecology: impervious cover

- impervious cover varies significantly within basin, as shown right
- 2003 impervious cover: 47.3 %
- 2013 impervious cover: 53.3 %

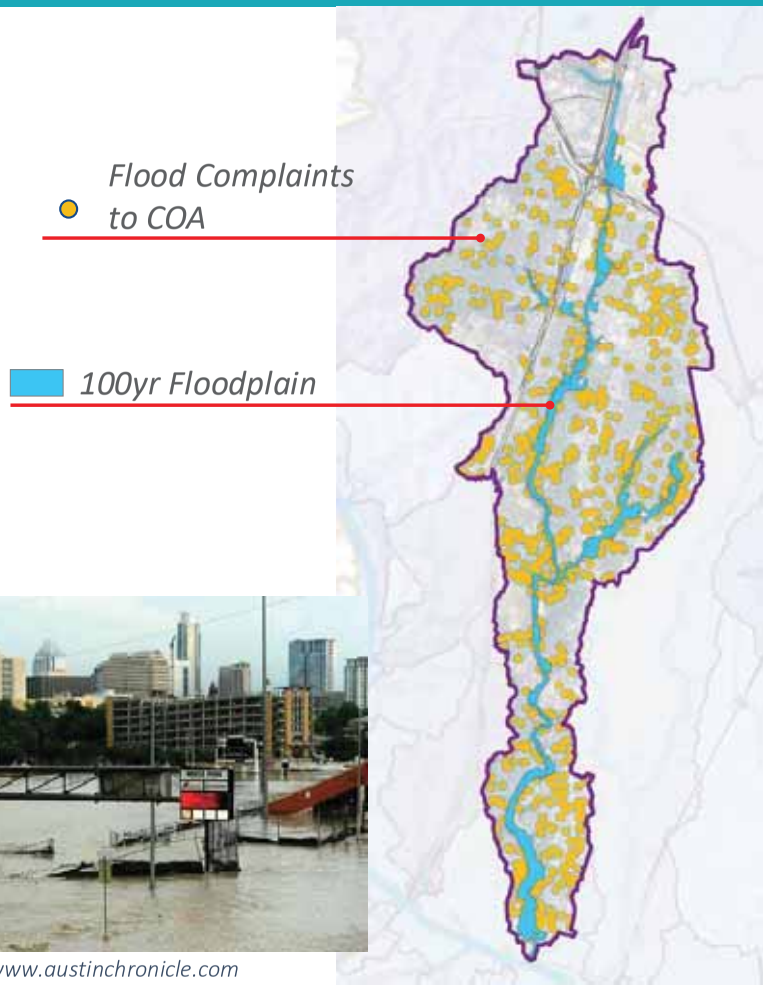




natural resources & ecology: flooding

- 1915 flood killed 23.
- 1981 Memorial day flood killed 31 and caused $35.5 million in damages.
- A second large Memorial Day flood struck in 2015.

- Lower Shoal Creek is top problem area in Austin, based upon City's problem severity ranking.
- Since 1981 Memorial Day Flood, City has spent over $65 million dollars to construct detention ponds, channel modifications and other flood mitigation facilities in the Shoal Creek watershed.



1915



Image sources: Austin History Center

1981



Image sources: www.statesman.com

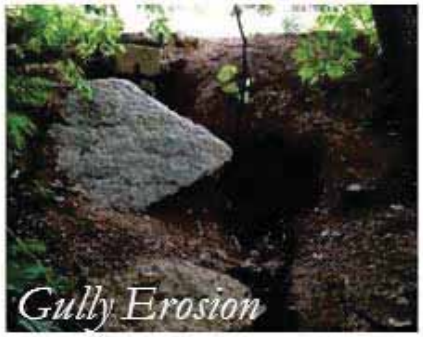
2015

Image sources: www.austinchronicle.com

natural resources & ecology: erosion

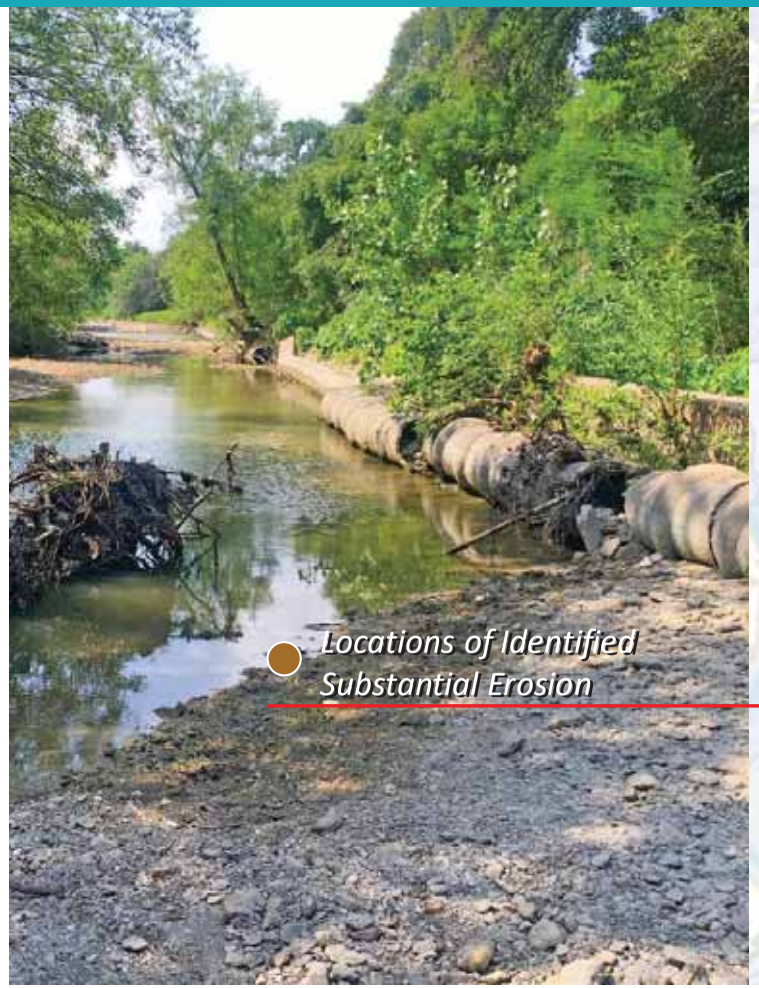
Erosion issues range from simple sheet erosion to extreme bank erosion and the erosion of infrastructure along the creek corridor.













natural resources & ecology: water quality & quantity

Environmental Integrity Index (EII) Scores

• The overall indicator of watershed ecological integrity is scored from vigorous (100) to critically imperiled (0).

• These include assessments of toxins in sediment, litter, bacteria from animals, sewage, nutrients construction runoff, poor riparian vegetation, and unstable channels.

Shoal Creek's Overall EII Scores by Year

2000: 60 2009: 63
2003: 54 2011: 57
2006: 55 **2013: 59**



Index Scores* for Shoal Creek Sites by Year

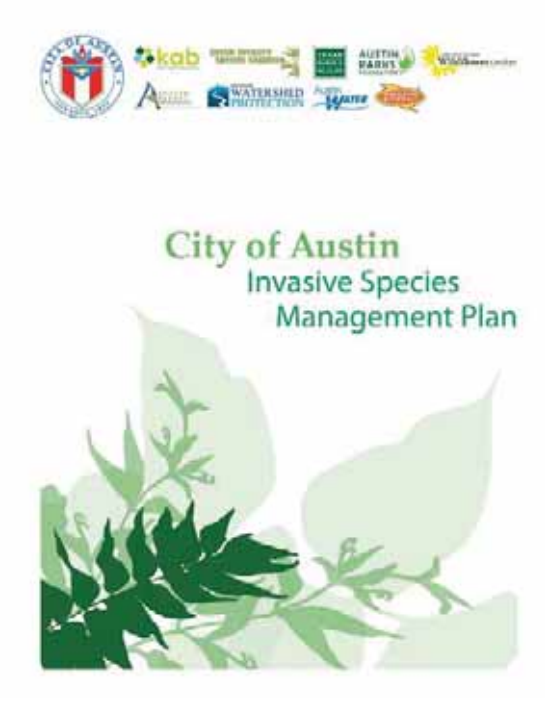
Reach	Site	Site Name	Year	Water Quality	Sediment*	Contact Rec.	Non-Contact Rec.	Physical Integrity	Aquatic Life	Benthic subindex	Diatom subindex	Total EII Score
SHL1	122	Shoal Creek Upstream of 1st St.	2013	36	62	25	56	41	82	80	84	50
SHL2	116	Shoal Creek @ 24th Street	2013	60	62	31	83	47	81	80	82	61
SHL3	117	Shoal Creek @ Shoal Edge Court (EII)	2013	74	62	48	63	58	83	84	81	65
SHL4	118	Shoal Creek DS of Crosscreek Drive	2013	71	62	28	83	56	62	66	57	60

* blank cells indicate parameter was not collected, blank columns indicate site was dropped **sediment samples only collected at the downstream site

100-87.5 Excellent | 87.5-75 V. Good | 75-62.5 Good | 62.5-50 Fair | 50-37.5 Marginal | 37.5-25 Poor | 25-12.5 Bad | 12.5-0 V. Bad

natural resources & ecology: invasive species

Shoal Creek is colonized by many common Central Texas invasive species.

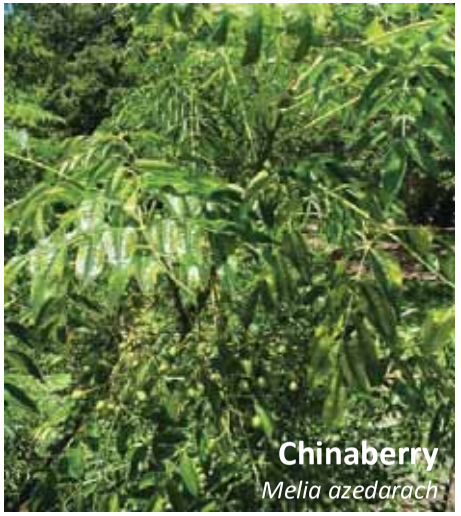


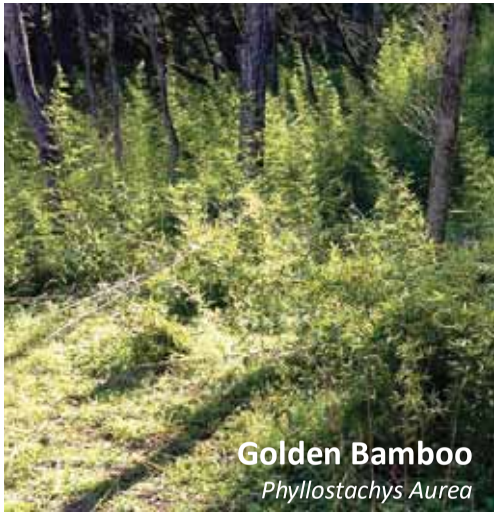












natural resources & ecology: permeable land & parks

Pervious Land Cover

To a large extent land cover in the basin is a reflection of land use, with notable qualitative and quantitative variations between single family residential, multi-family, industrial commercial, and infrastructure



Roadway Infrastructure



Industrial/Commercial



Multi-Family Residential



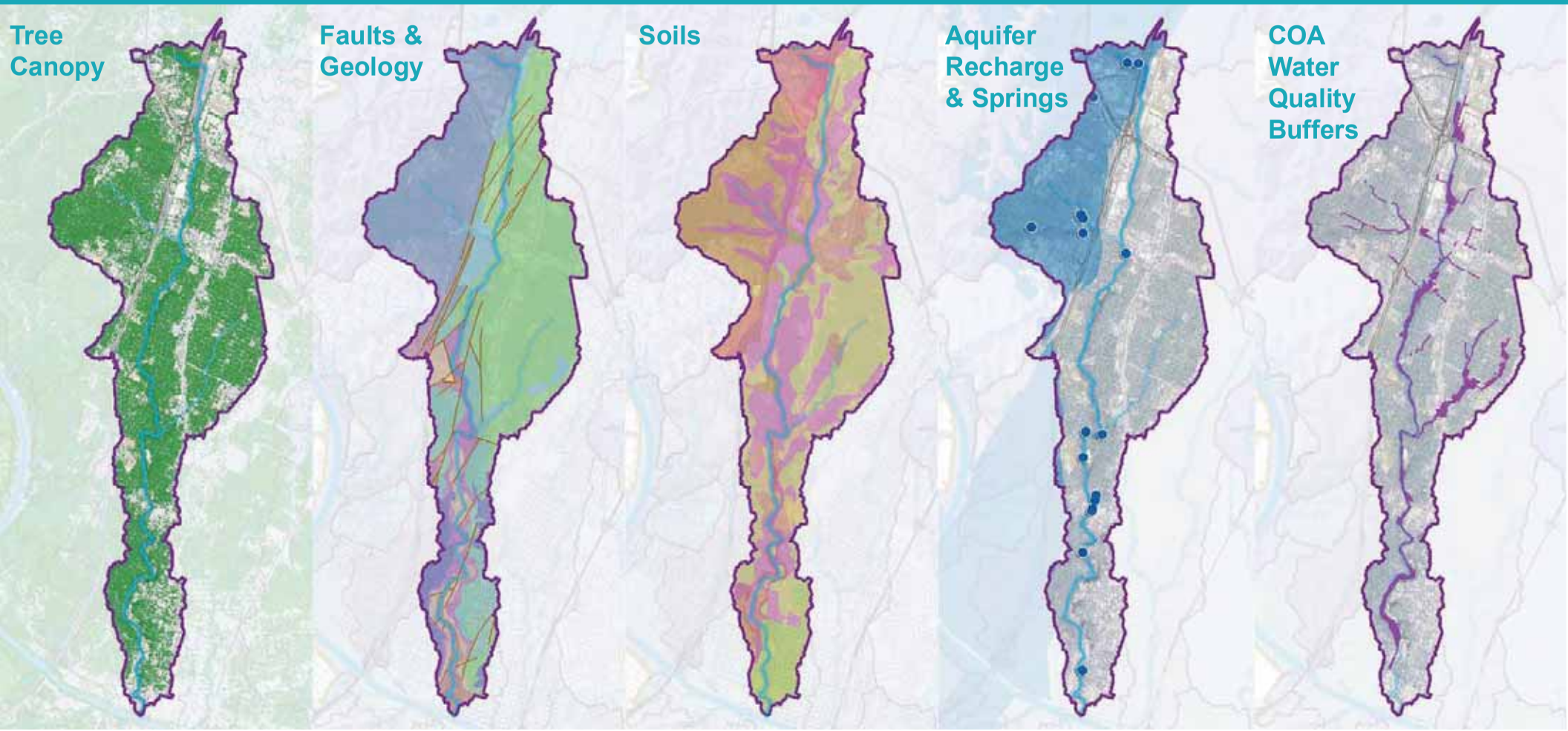
Single-Family Residential

Parks

There are 26 parks in the basin totaling 288 acres, roughly the size of the main area of Zilker Park



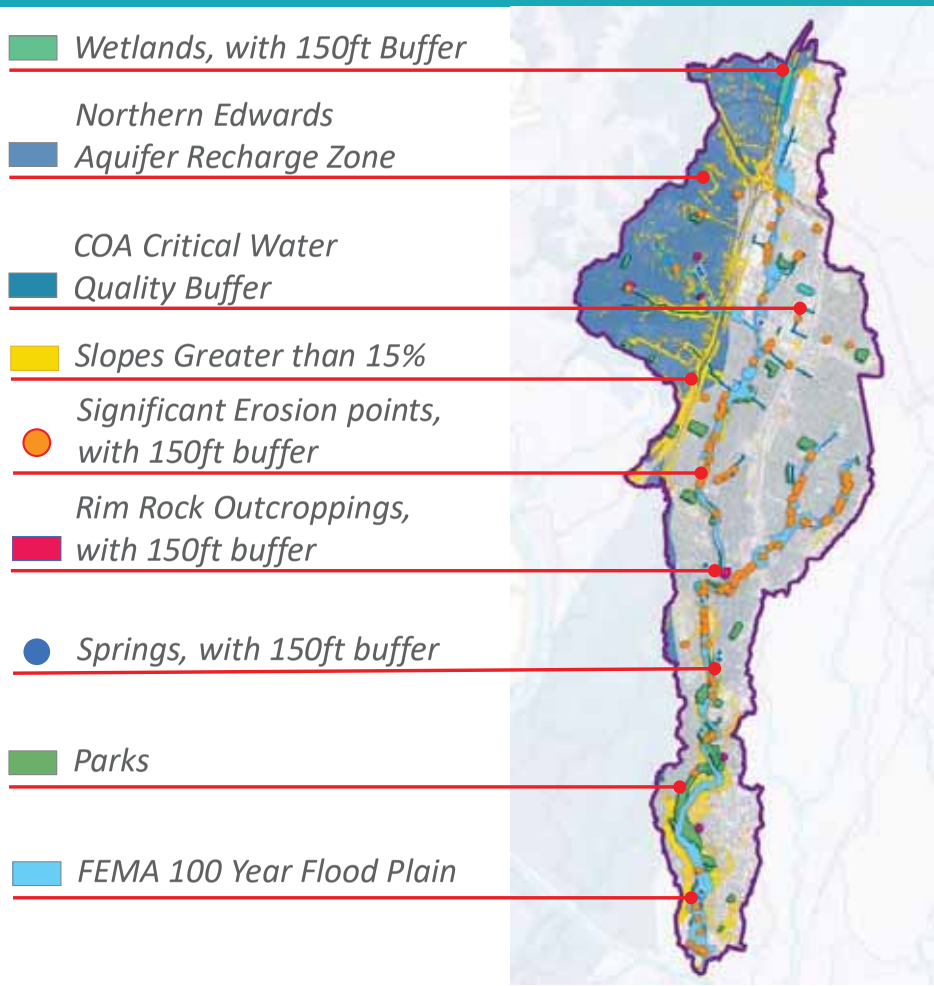
natural resources & ecology: environmental systems



natural resources & ecology: critical environmental features

Shoal Creek Basin Critical Environmental Features, Identified by feature

- FEMA 100 Year Flood Plain
- COA Critical Water Quality Buffer
- Springs, with 150ft buffer
- Wetlands, with 150ft Buffer
- Rim Rock Outcroppings, with 150ft buffer
- Significant Erosion points, with 150ft buffer
- Slopes Greater than 15%
- Northern Edwards Aquifer Recharge Zone
- Parks



natural resources & ecology: critical environmental features

Critical Environmental Features, Prioritized in a three tier system

Critical Environmental Features, Highly Sensitive

- FEMA 100 Year Flood Plain
- COA Critical Water Quality Buffer
- Springs, with 150ft buffer
- Wetlands with 150ft Buffer
- Rim Rock Outcroppings, with 150ft buffer
- Significant Erosion points, with 150ft buffer
- Slopes 60% and Greater (Potential Rim Rock)
- Slopes 25% to 60%

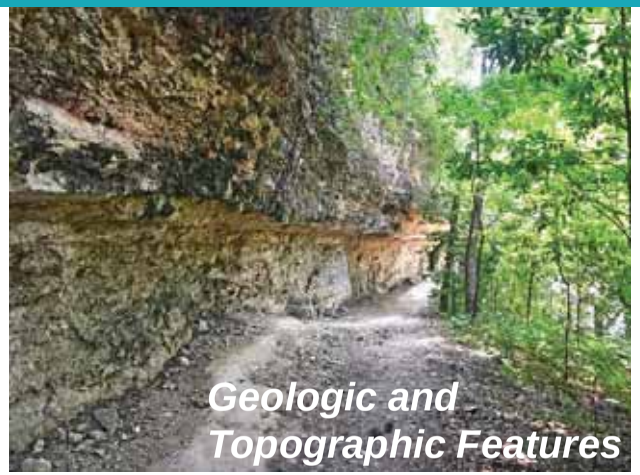
Critical Environmental Features, Moderately Sensitive

- Slopes 15% to 25%
- Northern Edwards Aquifer Recharge Zone



natural resources & ecology: important environmental features









natural resources & ecology: natural area management

Riparian & Woodlands:

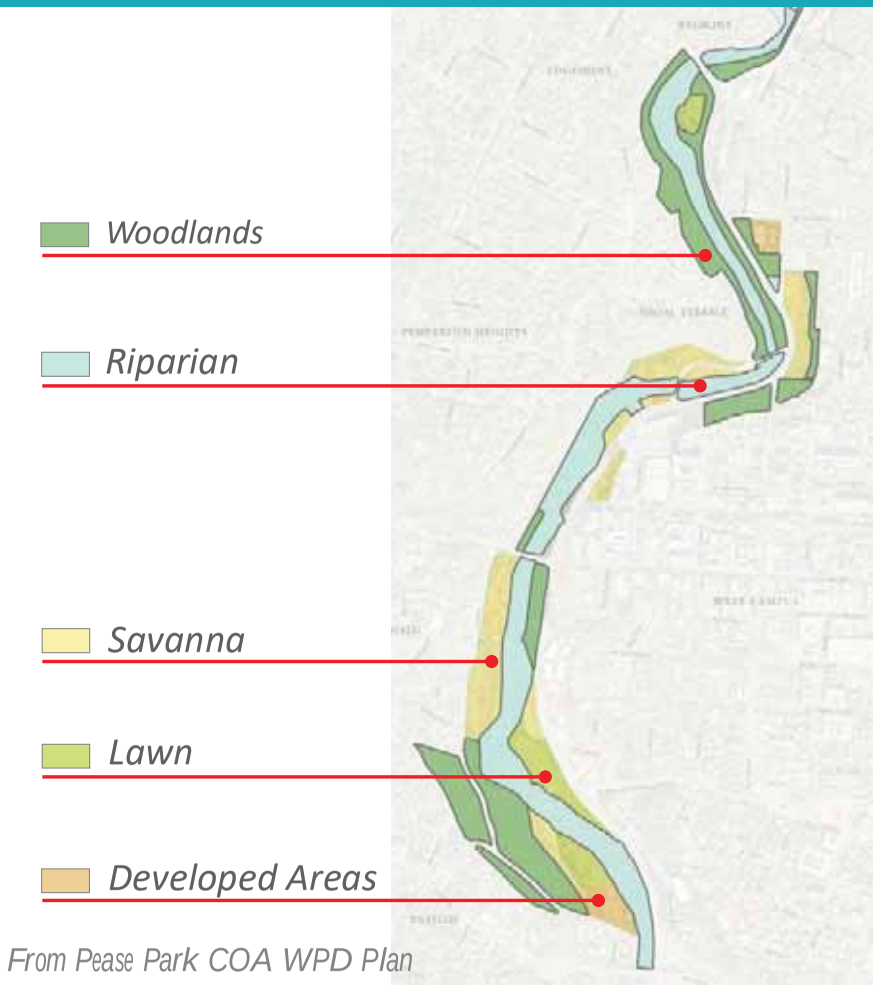
Natural area management should inform recreational opportunities.

Restore and maintain ecological processes; establish native vegetation, manage invasive species; widen riparian areas, revitalize soils; expand “no-mow” areas; use vegetation to buffer and define views; enhance canopy, understory and groundcover; create protocols for establishing vegetation.

Savanna, Lawn & Developed Areas

Natural areas management should respond to and support recreation and programming.

Establish signature plantings; provide tree care for safety, shade, and tree health; enhance tree canopy; revitalize soils; create stormwater absorption areas; enhance riparian edges; increase diversity where feasible; define user experience in sensitive areas.



From Pease Park COA WPD Plan

natural resources & ecology: natural area management

Example Infrastructure Project Specifications

Plant Species, Planting Protocols, Soil Preparation, Irrigation, Integration of disturbance mitigation, On-going Care and Management, Adaptive Management Approach, Incorporation of Green Infrastructure, No Negative Water Resource Impact Goal…

Example Metrics of Success

- Reduce the highest priority invasive species populations by XX% area in X years.
- Increase species observations for major taxa by XX% in XX years.
- Plant XX container trees in the next X years.
- Plant XX tree seedlings in the next X years.
- Increase shade over trail to XX% over XX years.





natural resources & ecology: natural area management

Example Goals Associated with Natural Areas and Ecology

(from The Butler Trail at Lady Bird Lake Urban Forestry and Natural Area Management Guidelines)

- **Restore & Enhance Plant Communities.**
- **Repair & Improve Ecological Function.**
- **Enhance Resiliency.**
- **Enhance the User Experience.**
- **Facilitate Stewardship.**



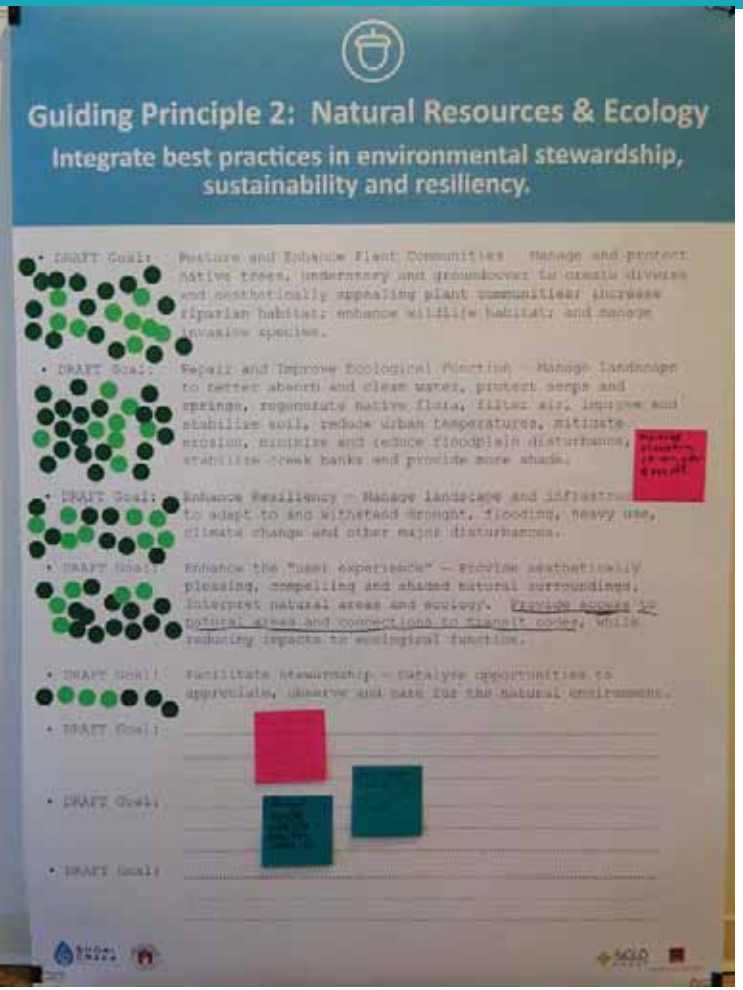
Photo: Ted Lee Eubanks

natural resources & ecology



Workshop participants engage in discussions surrounding the Natural Resources & Ecology of the Shoal Creek Corridor.

natural resources & ecology



Top 3 Community Prioritized Goals:

- Repair and improve ecological function.
- Restore and enhance plant communities.
- Enhance the “user experience”.

connectivity & community access



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

connectivity & community access: what is an urban trail?



Goals of Urban Trail Program:

1. Easy **access** to transportation + recreation users from all parts of the City.
2. **Connect** to on-street bicycle + sidewalk networks.
3. **Adequate width** to accommodate transportation + recreation users.
4. Include **trail amenities/features** that create unique greenways.
5. **Adequate funding** and resources to **maintain** + **operate**.
6. **Context-sensitive, environmentally sustainable, preservation + improvement upon wildlife** habitat.

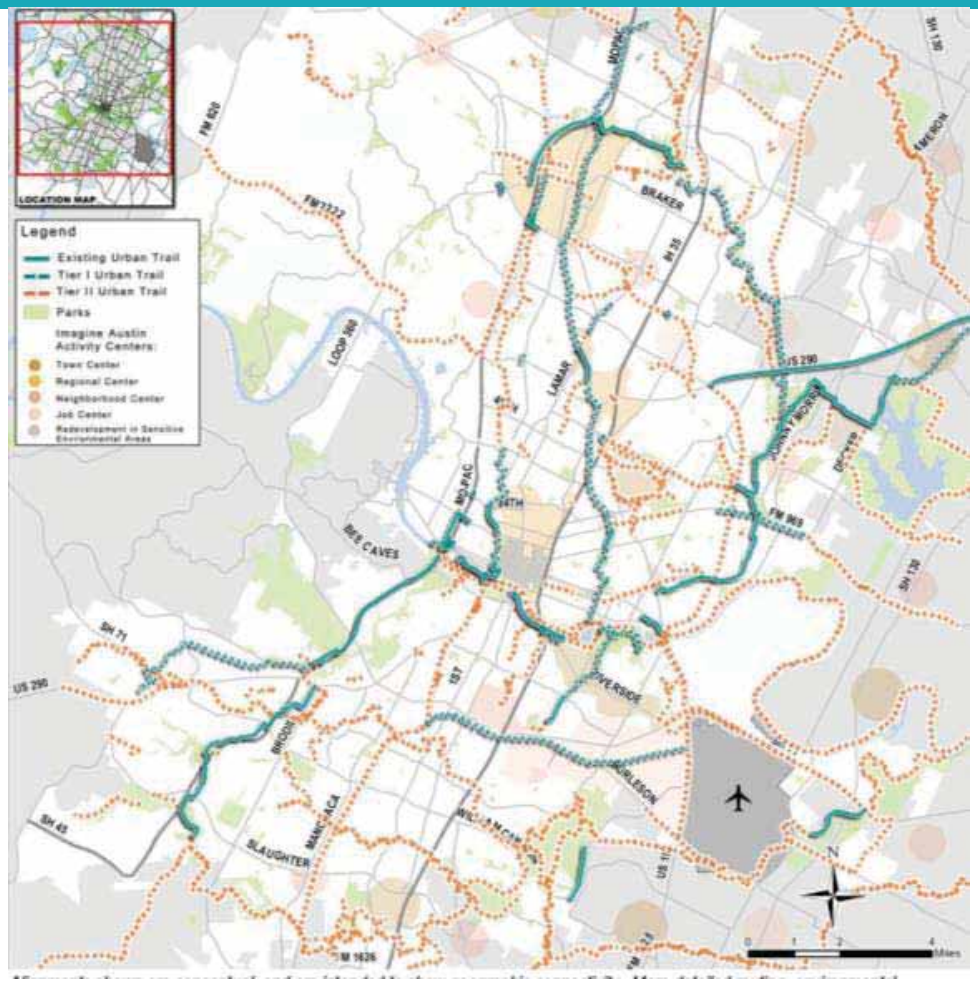
connectivity & community access: construction projects

Shoal Creek Restoration Project: MLK to north of 24th Street





connectivity & community access: Urban Trails Master Plan

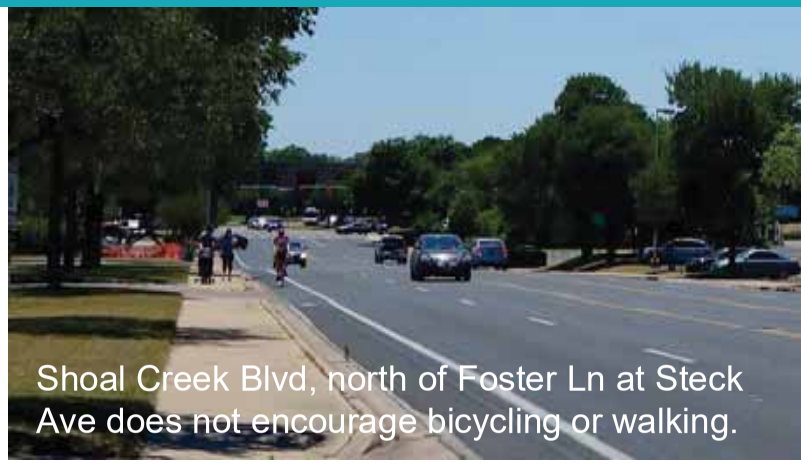


Build Urban Trails Network

- The Shoal Creek Bicycle Route is considered a key feeder route to the central city.
- Shoal Creek Trail is Identified as Tier I up to 38th and Tier II north of 38th
- Partnership with Shoal Creek Conservancy

connectivity & community access

- **The goal is to create access for “wheeled” and “non-wheeled” users traveling through parks and in public rights-of-way.**
- **Shoal Creek Blvd, from Research Blvd to 38th St is could become a “buffered” bicycle facility.**
- **These are known as “cycle tracks”, and are key to achieving an “all ages and abilities network”.**



Shoal Creek Blvd, north of Foster Ln at Steck Ave does not encourage bicycling or walking.



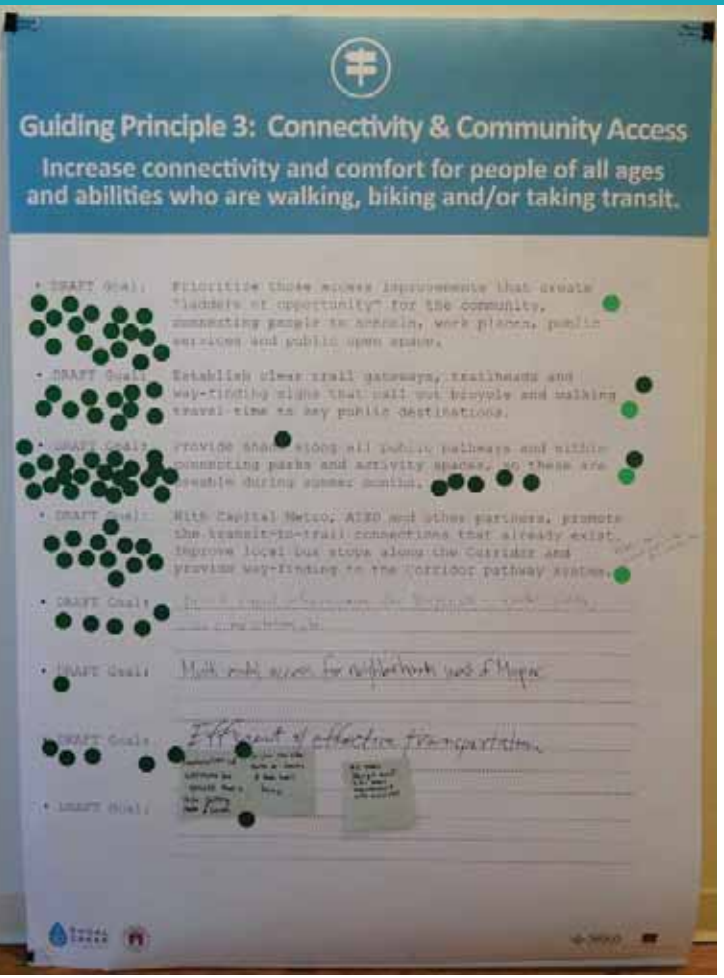
Example of a 2-way cycle track on Bluebonnet Ln

connectivity & community access



Workshop participants engage in discussions surrounding the Connectivity & Community Access of the Shoal Creek Corridor.

connectivity & community access



Top 4 Community Prioritized Goals:

- Provide shade along all public pathways and within connecting parks and activity spaces, so these are useable during summer months.
- Prioritize those access improvements that create “ladders of opportunity” for the community, connecting people to schools, work places, public services and public open space.
- Establish clear trail gateways, trailheads and way-finding signs that call out bicycle and walking travel-time to key public destinations.
- With Capital Metro, AISD and other partners, promote the transit-to-trail connections that already exist. Improve local bus stops along the Corridor and provide way-finding to the Corridor pathway system.

safety, health & well-being



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

safety, health & well-being

Austin Public Health

Chronic Disease & Injury Prevention Unit Programs

- Diabetes Empowerment Education Classes
- WalkTexas & More 10-Week Challenge
- Yoga Beginner Series
- Live Tobacco-Free Austin
  - Tobacco-free Parks, Housing, Workplaces & Events
- SmokefreeTXT (Smoking Cessation)
- Farm Stands & Mobile Markets
- Healthy Corner Stores
- Mayor's Health & Fitness Council
  - Employer Partner Certification
  - Healthiest Workplace & Healthiest Schools Award
- Breastfeeding and Mother-Friendly workplace support
- Healthy Vending
- Child, Inc. Healthy Family Innovation
- Car Seat Safety Checks
- Bike Safety education
- Safe Sleep education

safety, health & well-being

Health of Austin/Travis County

- 61% of residents are overweight or obese = 717,000 people
- 13.6% have been diagnosed with pre-diabetes or diabetes = 160,000 people
- 9.0% of residents have asthma = 106,000 people
- 5% have been diagnosed with cardiovascular disease (heart disease or stroke) = 59,000 people

Physical activity

Access to green space

Reduced pollution

Injury Prevention

Data Source: Texas Behavioral Risk Factor Surveillance System, 2015; US Census 2015 Population Estimates

safety, health & well-being

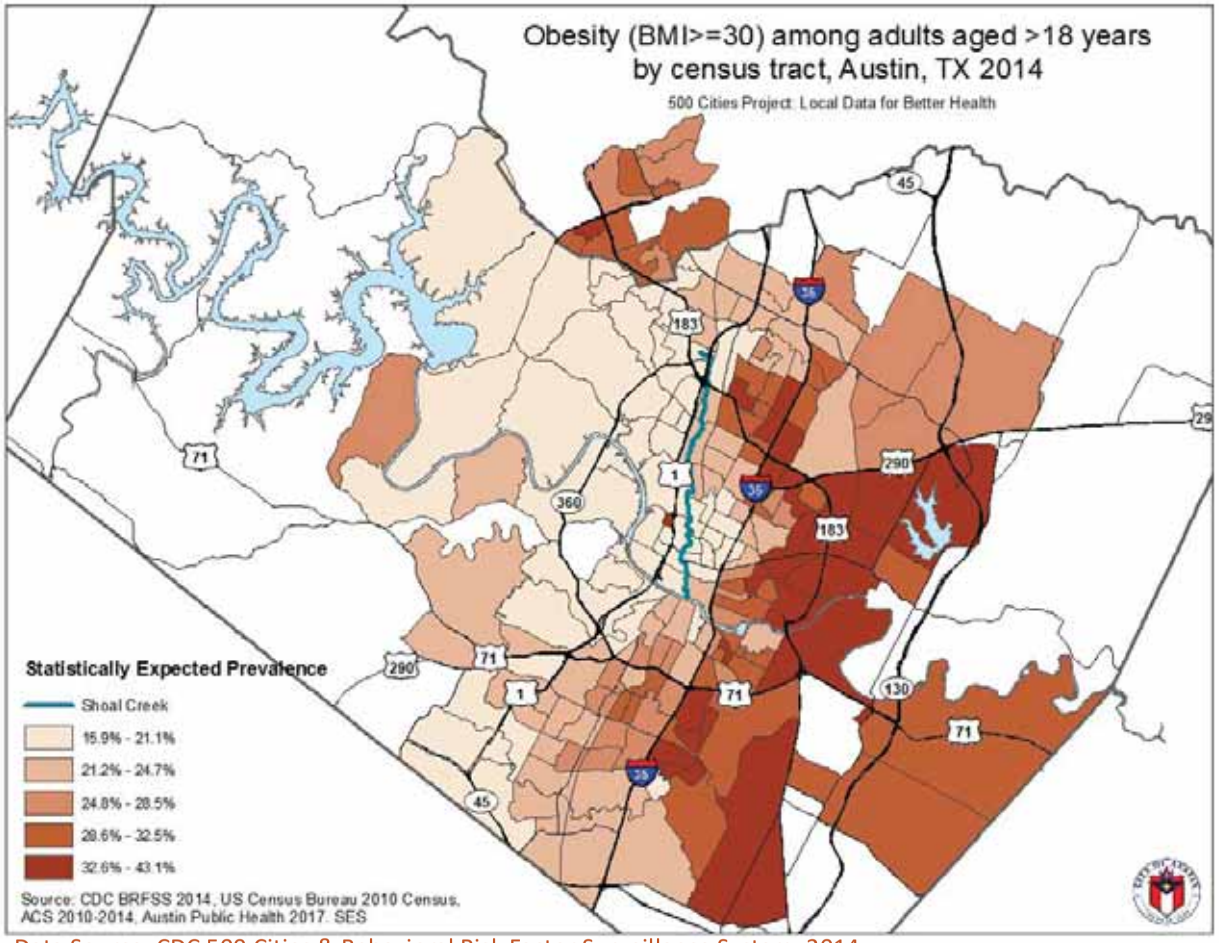
Health of Austin/Travis County

Physical activity

Access to green space

Reduced pollution

Injury Prevention



Data Source: CDC 500 Cities & Behavioral Risk Factor Surveillance System, 2014

safety, health & well-being

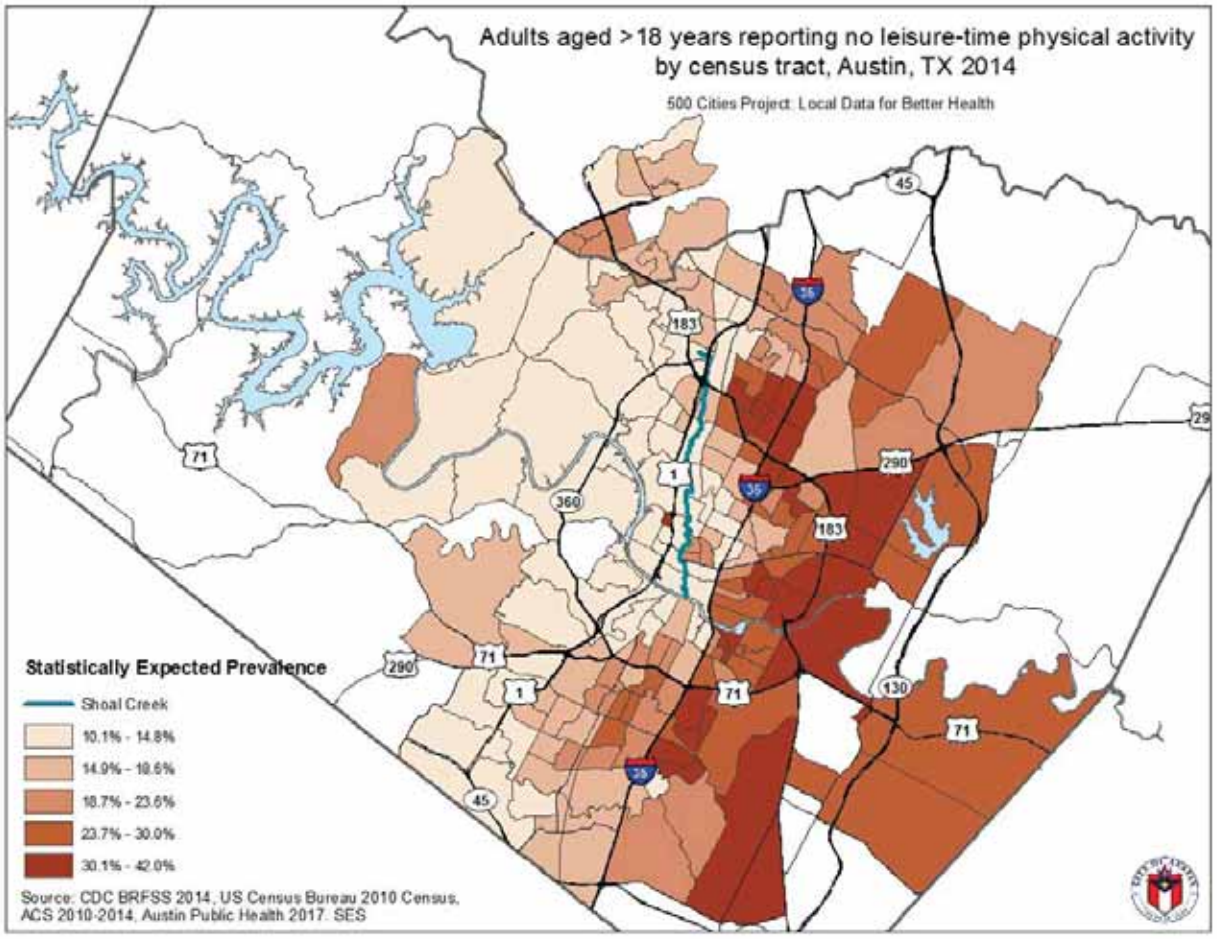
Health of Austin/Travis County

Physical activity

Access to green space

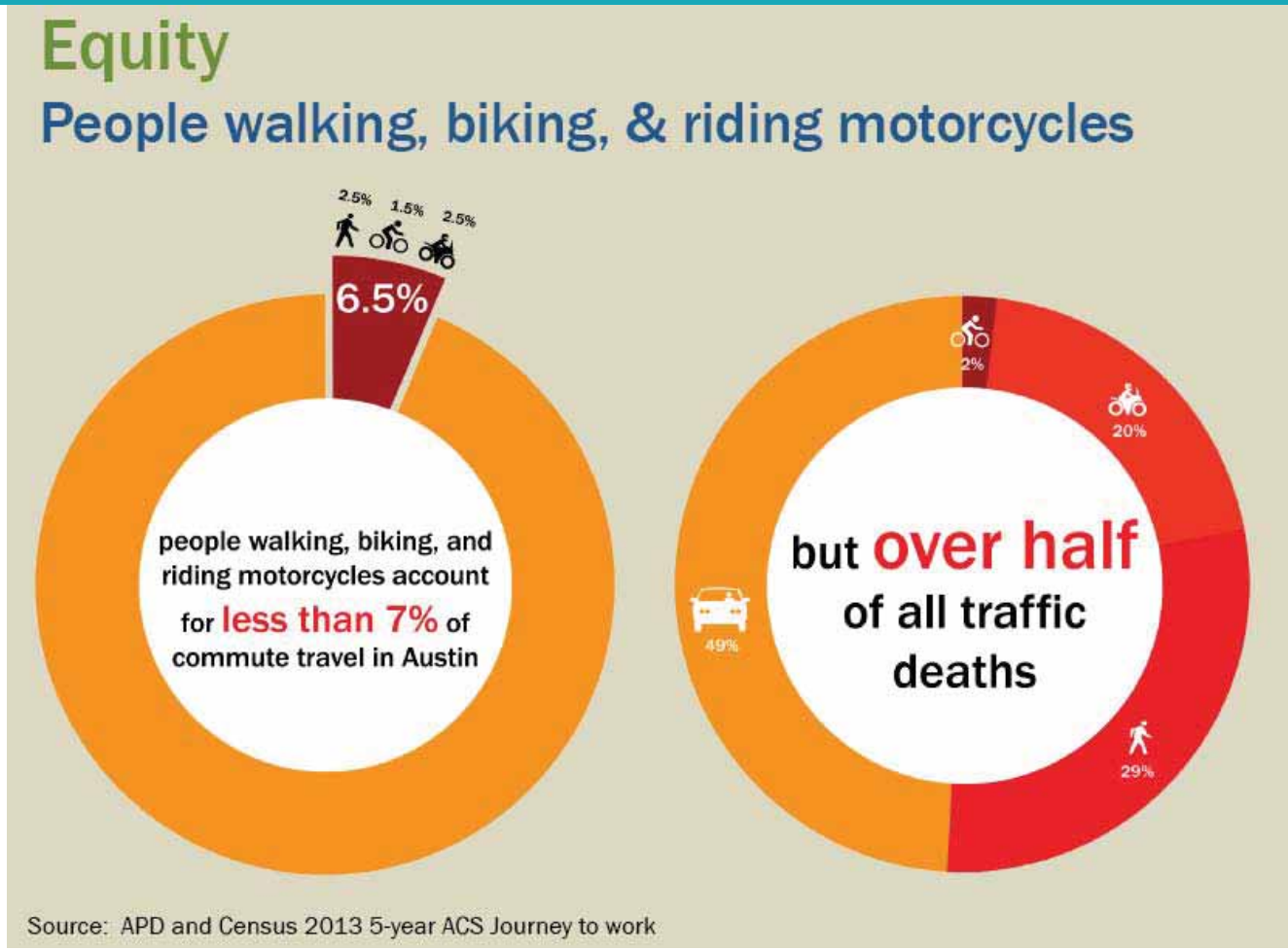
Reduced pollution

Injury Prevention



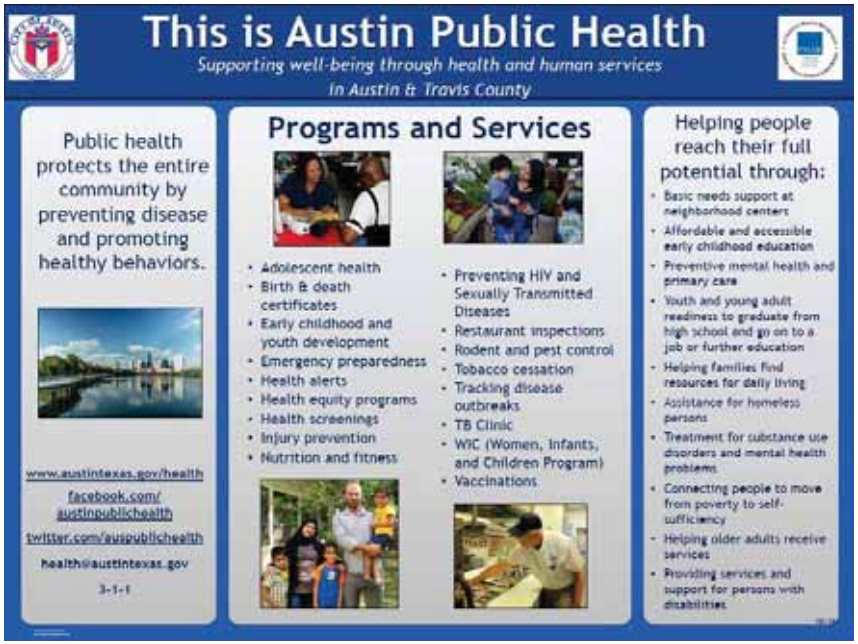
safety, health & well-being

- In 2012, Austin ranked seventh in the number of pedestrians killed in U.S. cities with populations greater than 500,000.
- Austin had a fatality rate of 3 pedestrians killed per 100,000 residents



safety, health & well-being

A **Health Impact Analysis (HIA)** is a systematic process that uses an array of data sources and analytic methods, and considers input from stakeholders to determine the potential effects of a proposed policy, plan, program, or project on the health of a population and the distribution of those effects within the population.




Pease Park Pedestrian Bridge

safety, health & well-being

NATURE CAN IMPROVE HEALTH AND WELL-BEING

- 23% of residents are not participating in any physical activity
- 51% of residents are insufficiently active (<150 minutes of moderate to vigorous physical activity per week)
- 17.7% of residents have been diagnosed with depression
- 11.2% of residents report 14 or more days per month of poor mental health

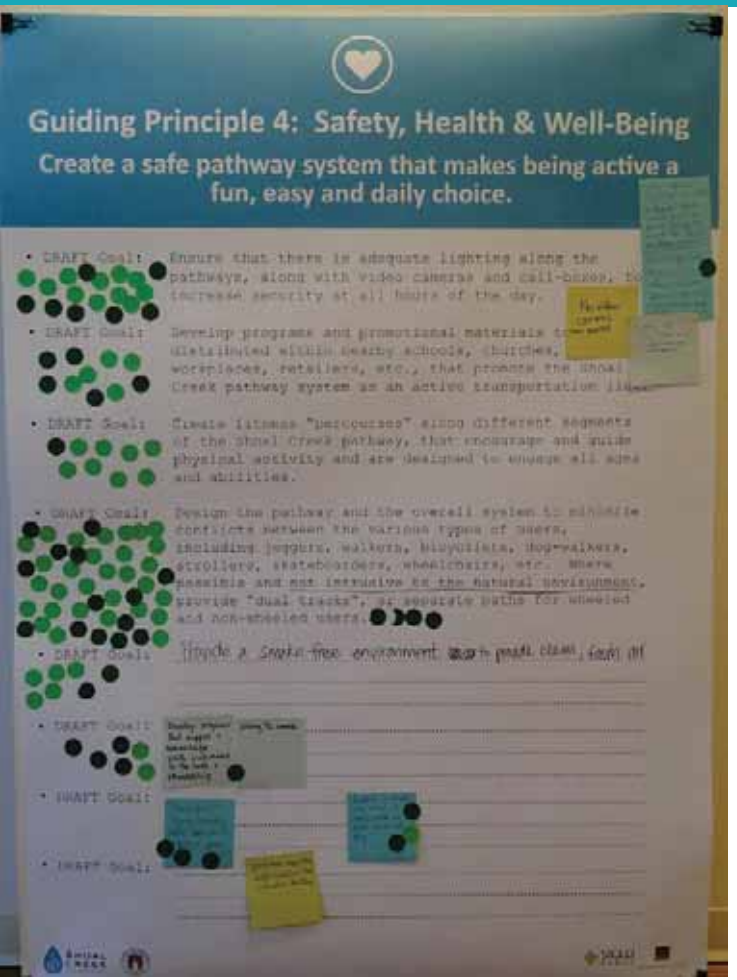


safety, health & well-being



Workshop participants engage in discussions surrounding the Safety, Health & Well-Being of the Shoal Creek Corridor, and were encouraged to participate in a health survey, https://www.surveymonkey.com/r/shoalcreekvision

safety, health & well-being



Top 3 Community Prioritized Goals:

- Design the pathway and the overall system to minimize conflicts between the various types of users. Where possible and not intrusive to the natural environment, provide “dual tracks” or separate paths for wheeled and non-wheeled users.
- Ensure adequate lighting along the pathways, along with video cameras and call-boxes to increase security at all hours of the day.
- Develop programs and promotional materials to be distributed within nearby schools, churches, workplaces, retailers, etc., that promote the Shoal Creek pathway system as an active transportation link.

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.

activities & recreation:



PLAN FEATURES

1. FLEX LAWN
2. NATIVE SHADE/ UNDERSTORY VEGETATION
3. BIOSWALE
4. WET MEADOW
5. RIPARIAN PLANTING
6. ECO-BOARDWALK
7. INTERPRETIVE SIGNAGE
8. NATIVE WOODLAND
9. SHELTERED PICNIC PAVILION
10. TRAILHEAD PAVILION
    - RESTROOM
    - WATER FOUNTAINS
    - B-CYCLE
    - CITY VISTA POINT
11. TERRACE STEPS
12. CENTRAL SEATING AREA
13. SHOAL CREEK HIKE/ BIKE TRAIL
14. 9TH STREET TRAFFIC CALMING
15. PARK POINTS OF ENTRY
16. CEFS: SEEPS AND FERN GARDEN
17. POLLINATOR GARDEN

activities & recreation

PUBLIC EVENTS (REVENUE-GENERATING?)

- movies-in-the-park
- performances
- organized sports
- concessions
- community-wide gatherings, runs, walks
- birthday parties
- weddings
- family reunions
- employee celebrations
- boot camps
- sports & movement classes

ORGANIZED ACTIVITIES & RECREATION

- organized team sports
- parcourse training circuits
- ultimate frisbee
- bocce and petanque
- orienteering and exploring
- geocaching
- skate park & BMX park

INFORMAL ACTIVITIES & RECREATION

- trailhead with stretching & other amenities
- jogging and walking
- recreational & transportation bicycling
- children's playgrounds
- exercise stations
- small-group pick-up sports
- dog-walking and dog parks
- giant and table chess
- ping-pong
- community gardening

TRANQUIL ACTIVITIES

- meditation
- reading
- bird-watching
- fishing
- hammocking
- yoga
- relaxation



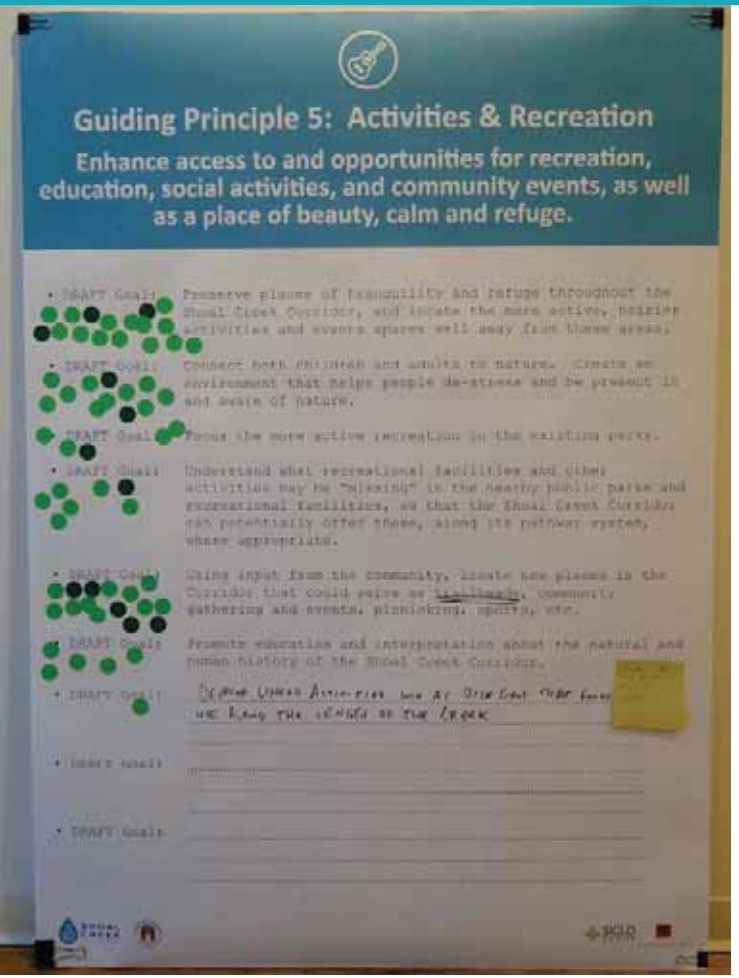


activities & recreation



Workshop participants engage in discussions surrounding the Activities & Recreation of the Shoal Creek Corridor, and were encouraged to place dots showing where Activities & Recreation occur and are desired along the creek.

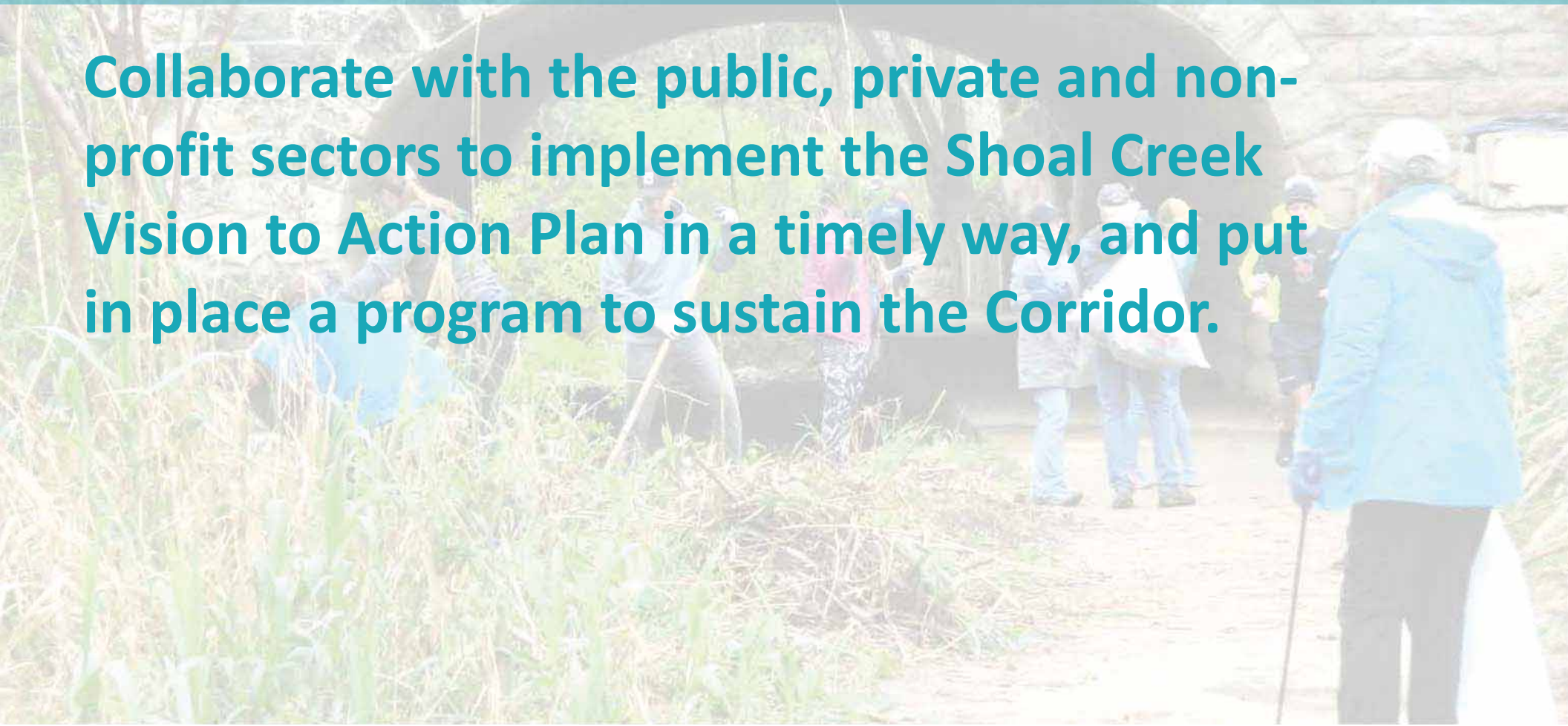
activities & recreation:



Top 3 Community Prioritized Goals:

- Preserve places of tranquility and refuge throughout the Shoal Creek Corridor, and locate the more active, noisier activities and events spaces well away from these areas.
- Using input from the community, locate new places in the Corridor that could serve as trailheads, community gathering and events, picnicking, sports, etc.
- Connect both children and adults to nature. Create an environment that helps people de-stress and be present in and aware of nature.

project advocacy & implementation



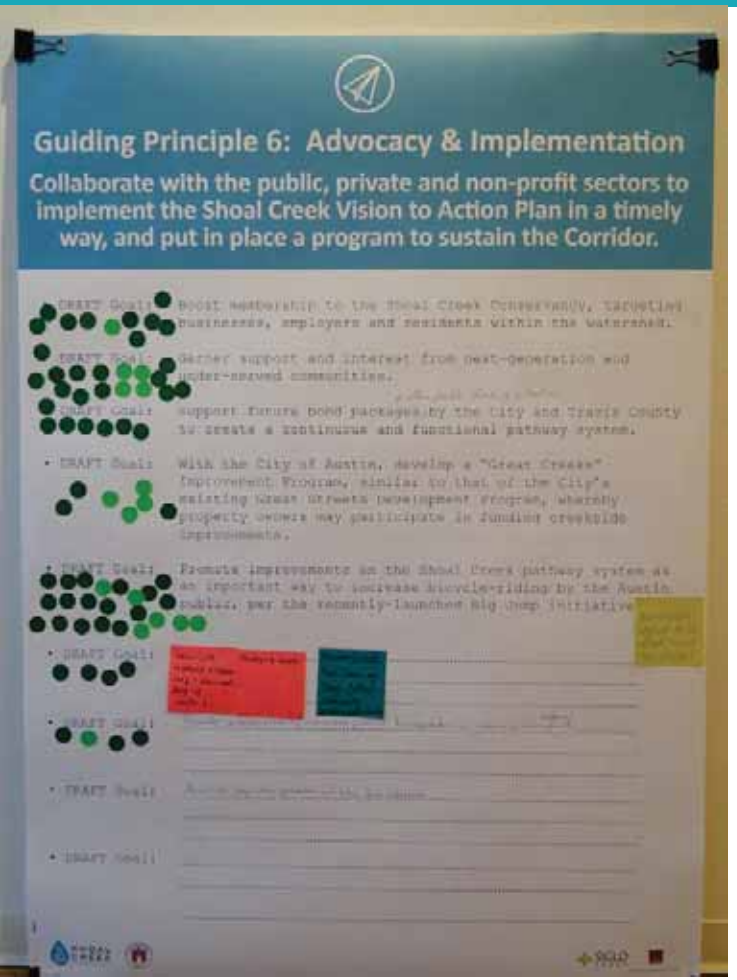
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan in a timely way, and put in place a program to sustain the Corridor.

project advocacy & implementation



Workshop participants engage in discussions surrounding the Project Advocacy & Implementation of the Shoal Creek Corridor.

project advocacy & implementation



Top 3 Community Prioritized Goals:

- Promote improvements on the Shoal Creek pathway system as an important way to increase bicycle-riding by the Austin public, per the recently-launched Big Jump initiative.
- Garner support and interest from next-generation and under-served communities.
- Boost membership to the Shoal Creek Conservancy, targeting businesses, employers and residents within the watershed.

break-out sessions
six project themes & their guiding principles



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.



2. **NATURAL RESOURCES & ECOLOGY:** Identify and Integrate best practices in environmental stewardship, sustainability and resiliency.



3. **CONNECTIVITY & COMMUNITY ACCESS:** Increase connectivity and comfort for people of all ages and abilities who are walking, biking and/or taking transit.



4. **SAFETY, HEALTH & WELL-BEING:** Create a safe pathway system that makes being active the fun, easy and daily choice.



5. **ACTIVITIES & RECRATION:** Enhance access to and opportunities for recreation, education, social activities, and community events, as well as a place of beauty, calm and refuge.



6. **PROJECT 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.

list of relevant plans, policies & projects

1930s Civilian Conservation Corps Improvements
1976 Austin Creeks
1998 Shoal Creek Greenway Action Plan
2000 Seaholm District Master Plan
2004-Ongoing City of Austin Neighborhood Plans*
2007 Rails with Trails Plan
2010 Heritage Tree Ordinance*
2010 PARD Long Range Plan*
2010 Lower Shoal Creek & New Central Library Planning & Design Coordination
2011 Downtown Parks & Open Space Master Plan*
2012 Community Health Assessment
2012 Imagine Austin Comprehensive Plan*
2012 Invasive Species Management Plan*
2013 Watershed Protection Ordinance*
2013 Shoal Creek Conservancy Feasibility Study
2013 Downtown Wayfinding Master Plan
2014 Urban Forest Plan*
2014 Urban Trails Master Plan*
2014 Bicycle Master Plan*
2014 Pease Park Master Plan*
2014 City Council Resolution*
2014 Shoal Creek Peninsula Stabilization
2014 STAR Community Rating
2014 Community Climate Plan
2015 Sidewalk Master Plan*
2016 Vision Zero Action Plan*
2016 Watershed Protection Master Plan*
2016 Lamar Beach Master Plan*
2016 5th to 15th PER
2016 CapMetro Connections 2025
2017 3rd to 5th Gap Project
2017 Duncan Park Preliminary Plan
2017 The Grove at Shoal Creek PUD*
2017 Pedestrian Safety Action Plan
2018 Lower Shoal Creek Flood Hazard Mitigation Study
2018 Draft North Shoal Creek Neighborhood Plan
TBD Project Connect 2.0
In Progress Seaholm Intake Facility
In Progress MOPAC Improvement Project
TBD CodeNEXT – Park Typologies

** Adopted by Austin City Council*

plans & policies:
1930s Civilian Conservation Corps (CCC)





- **The CCC was part of the Works Progress Administration program to employ men after the Great Depression to develop national and state parks.**

- **The CCC formalized the trails along Shoal Creek that were forged by Native Americans and early Waterloo Anglo settlers.**

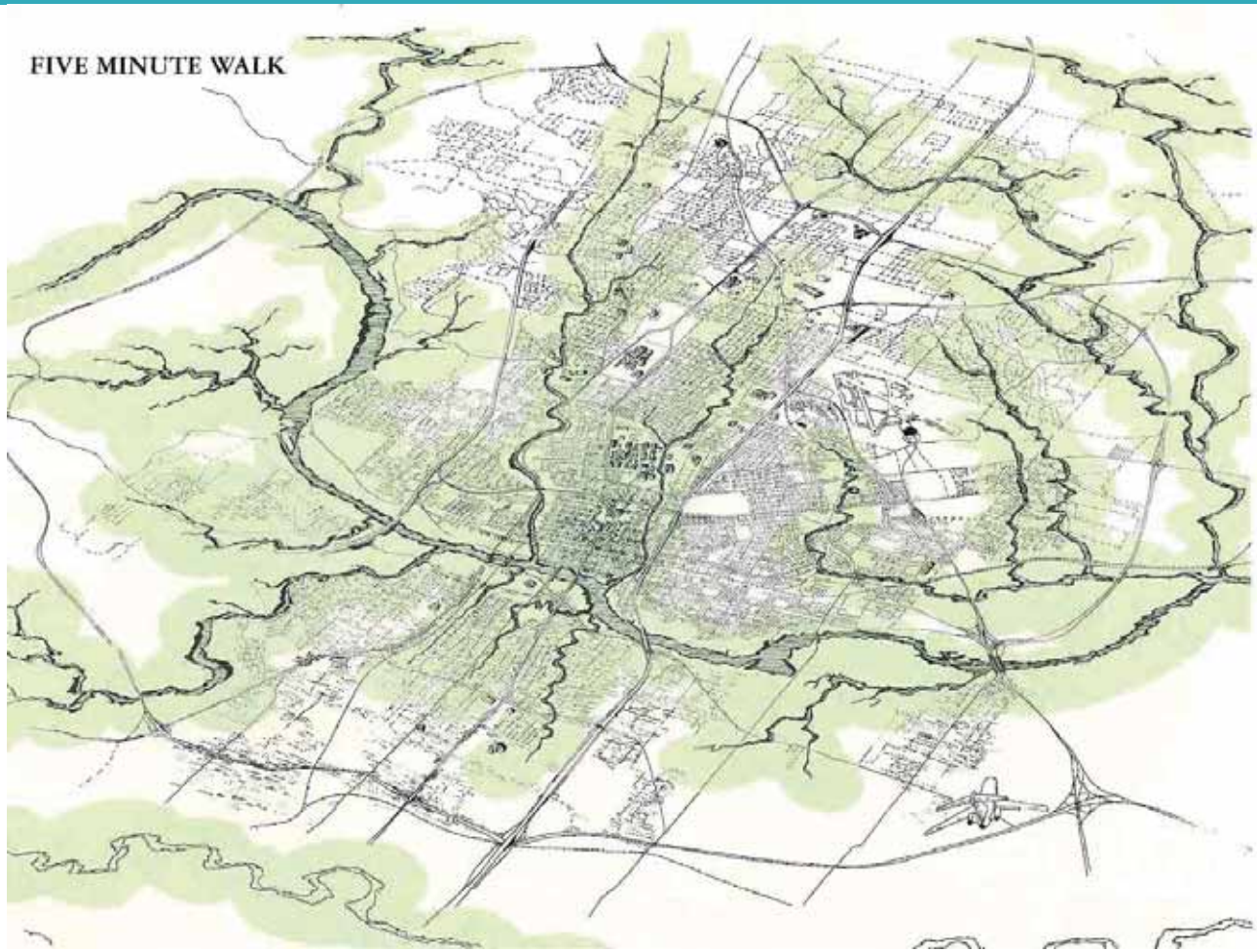
- **In addition, the CCC built Pease Park facilities, such as the stone Kingsbury gateway and the picnic tables.**



plans & policies:
1976 “Austin Creeks”

- **This publication was part of the Austin Bicentennial Project, *“to protect, preserve and enhance our creeks and waterways”.***

- **An off-street, multi-use trail network in the form of creek-side greenbelts was envisioned to provide public access throughout Austin.**



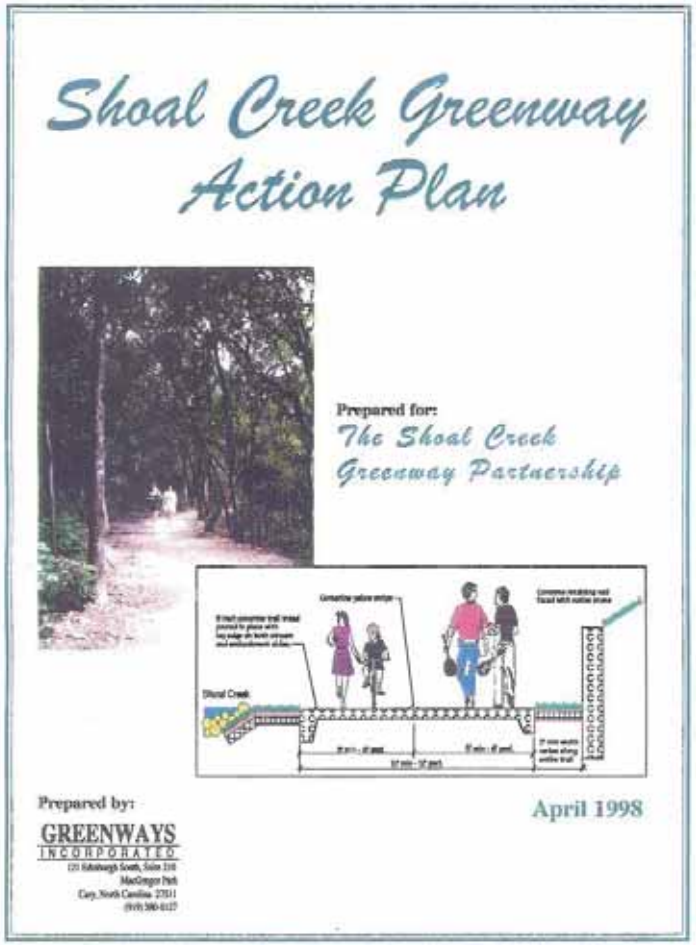
plans & policies:
1976 “Austin Creeks”

- **In 1974 City Council approved initial $1 million, in part to complete the Shoal Creek Hike-and-Bike Trail from 9th Street to Town Lake, shown right.**

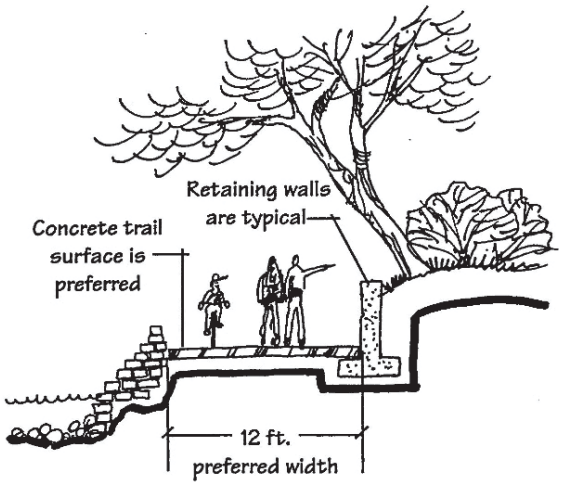


plans & policies:
1998 Shoal Creek Greenway Action Plan

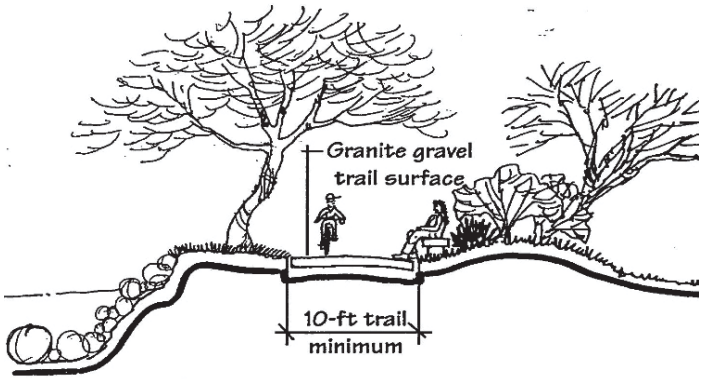
- Provide a 10’ to 12’ minimum width for the trail.
- Pave trail with concrete.
- Ensure trail is ADA-accessible.
- Improve hydrology to address flooding and erosion.
- Use “natural” design for streambank, rather than “utility” design.
- Strengthen connections to surrounding land uses and neighborhoods.
- Provide lighting from Lake to Duncan Park.
- Develop comprehensive signage program.



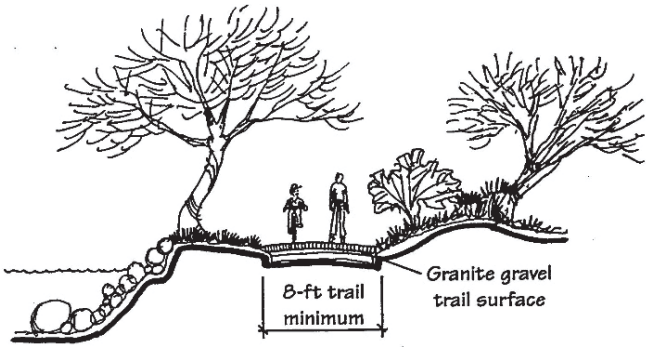
plans & policies:
1998 Shoal Creek Greenway Action Plan



"URBAN"
Lake - 15th St



"PARKLAND"
15th – 29th St



"SUBURBAN"
29TH to 45th St

plans & policies:
2000 Seaholm District Master Plan

Although never adopted by City Council, this master plan has guided both public and private investment, including:

- **Re-use of the Seaholm Power Plant and surrounding district**
- **Reconfiguration and addition of public park space**
- **Extension of the Pfluger Bridge**
- **Bowie Street underpass**
- **Treatment of Lance Armstrong Bikeway**
- **New passenger rail station**



plans & policies:
2004-2018 Neighborhood Planning Areas (NPAs) *

2004 Central Austin Combined Neighborhood Plan

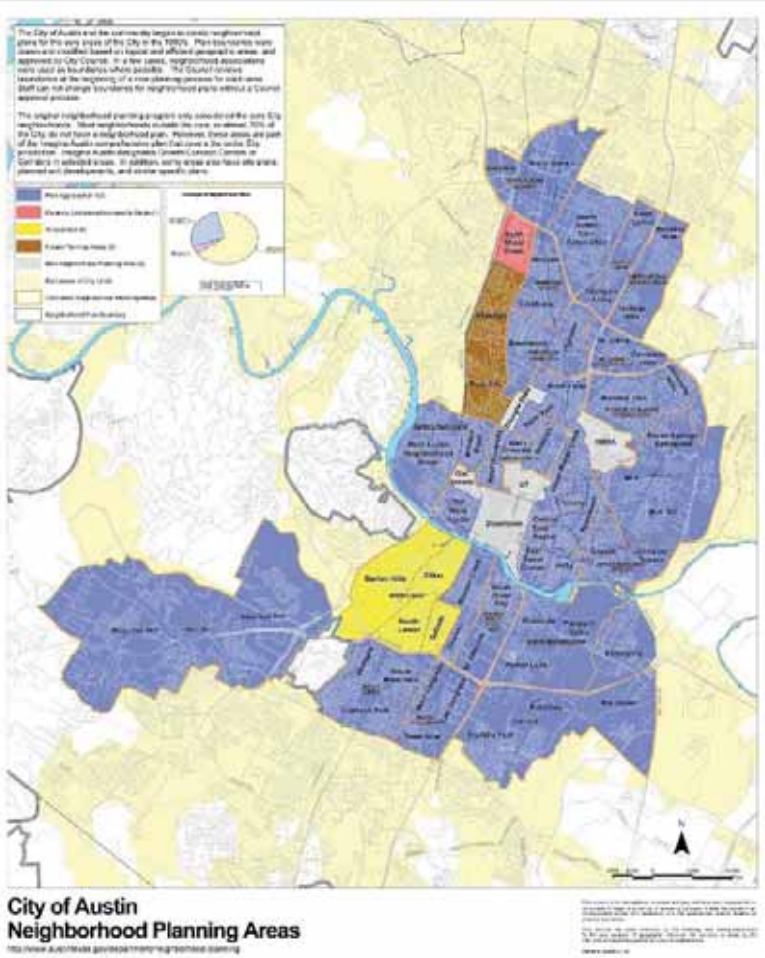
2004 Brentwood/Highland Neighborhood Plan

2004 Crestview/Wooten Combined Neighborhood Plan

2007 North Burnet/Gateway Master Plan

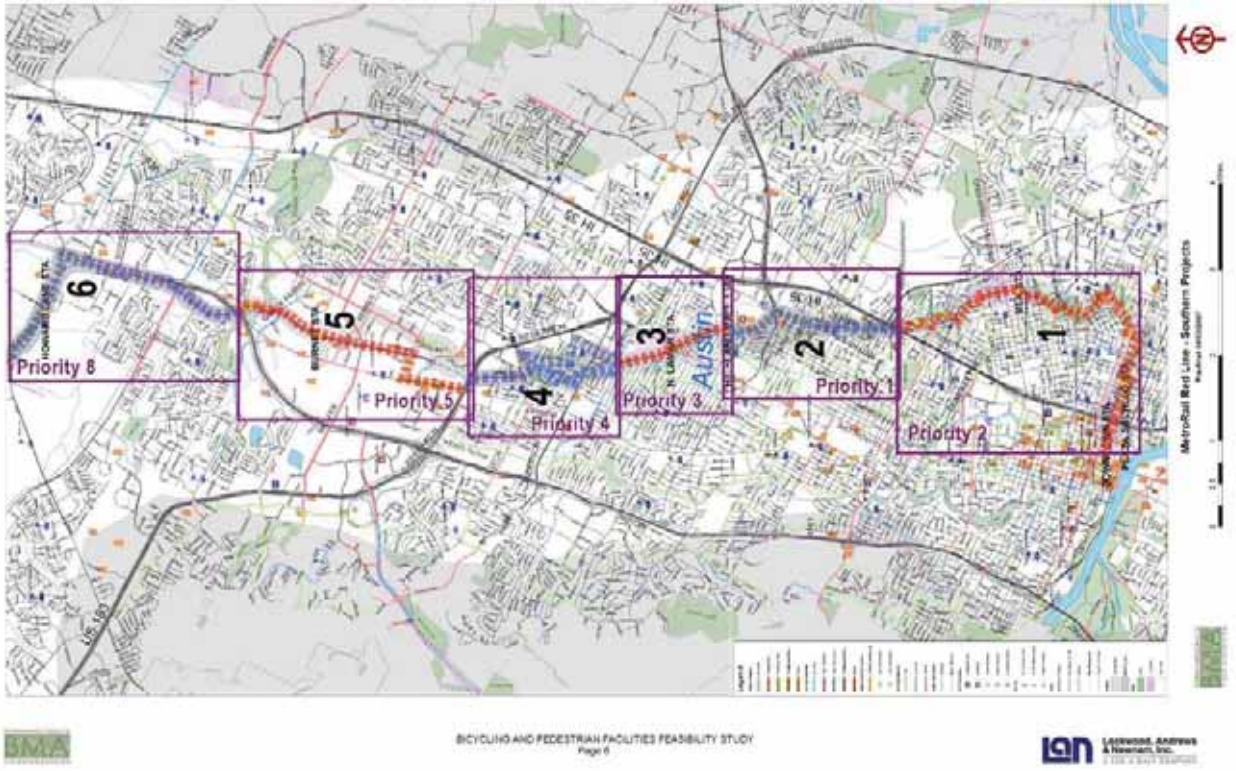
2010 Central West Austin Neighborhood Plan

In progress: North Shoal Creek Neighborhood Plan



plans & policies:
2007 Rails with Trails Plan

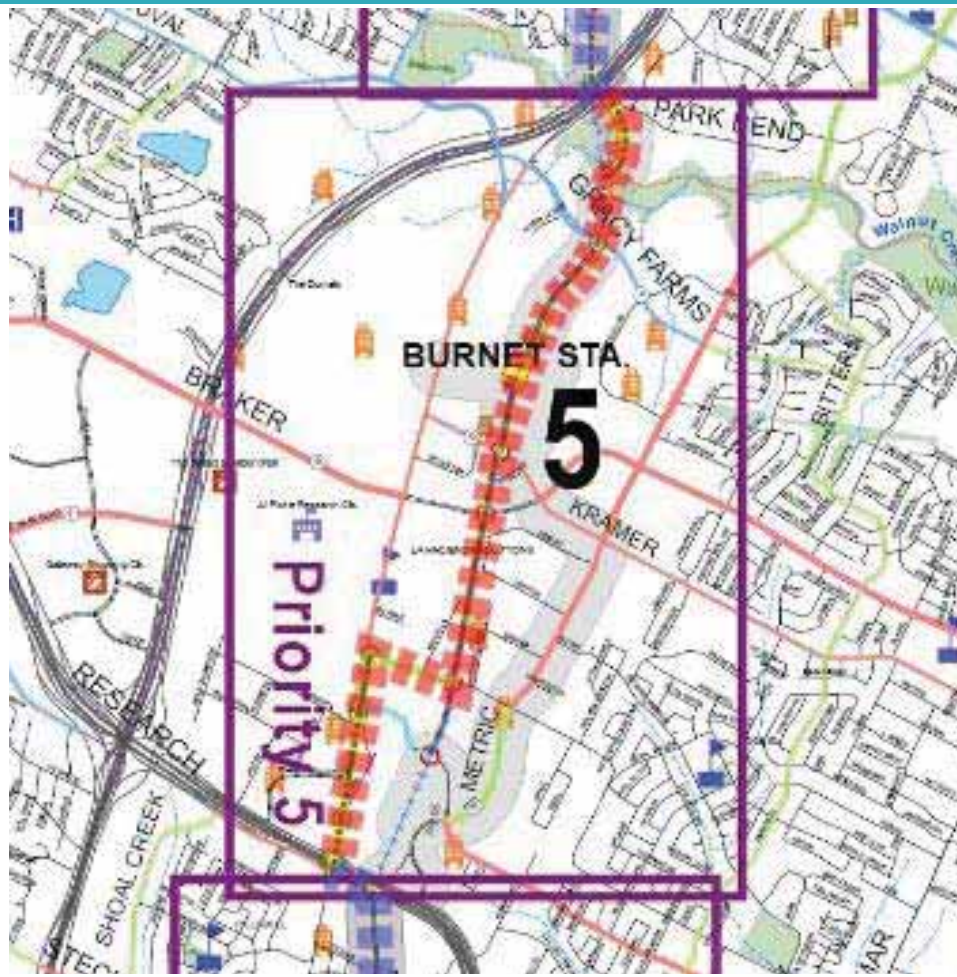
- **Capital Metro has planned a shared or mixed-use pathway along its entire Austin-to-Leander MetroRail corridor.**



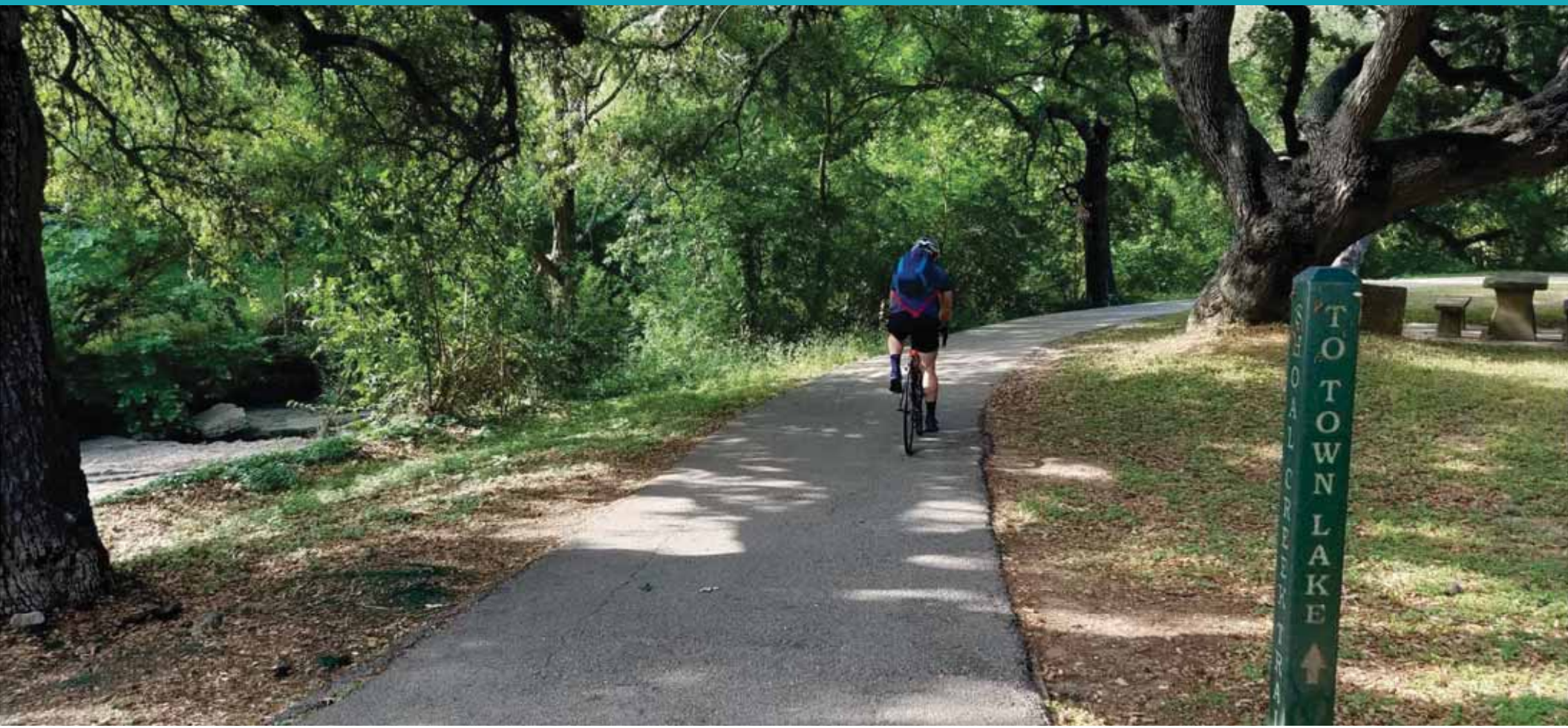
plans & policies:
2007 Rails with Trails Plan

- **The 5th priority for implementation is the segment between Research Boulevard (183) to MoPac at Park Bend.**

- **This segment will be a key link to the City's already-programmed Walnut Creek Trail.**



plans & policies:
2010 Heritage Tree Ordinance*

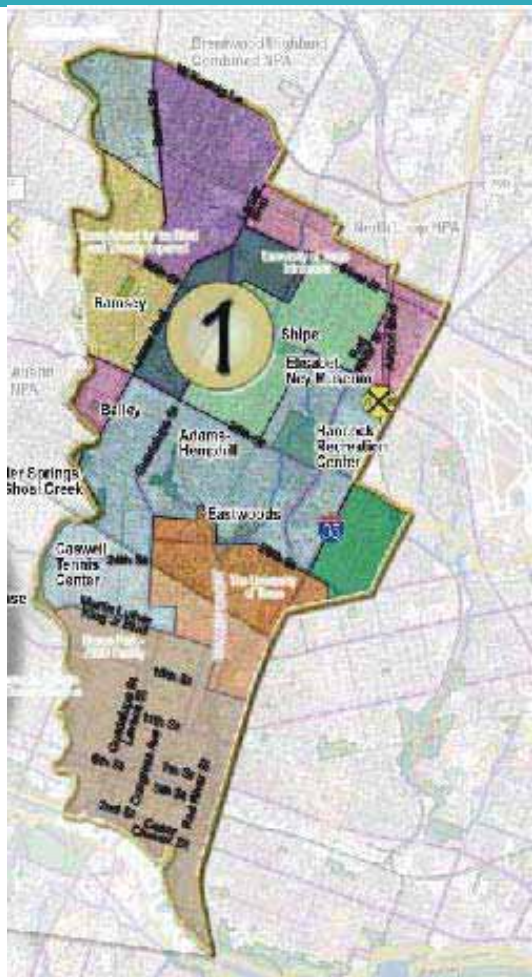


plans & policies:
2010 PARD Long Range Plan*

- **The City's Parks and Recreation Department (PARD) Long Range Plan aims to "promote connectivity of parks and trails from existing neighborhoods and High Density Areas (such as TODs, VMUs, etc.)", and make these safe and accessible.**

- **The Shoal Creek Corridor improvements and trail extension to Northwest Recreation Center is a top priority.**





plans & policies:
2010 Lower Shoal Creek & Central Library planning & design coordination

The City's major goals for this area's redevelopment are:

1. **Connect Lower Shoal Creek to its immediate surroundings and the broader community.**
2. **Make Lower Shoal Creek a destination and a "place", in and of itself.**
3. **Have Lower Shoal Creek be a model for the integration of the urban environment in a natural context.**
4. **Achieve these connections, place-making, and sustainable urbanism through design excellence.**



plans & policies:
2011 Downtown Parks & Open Space Master Plan*

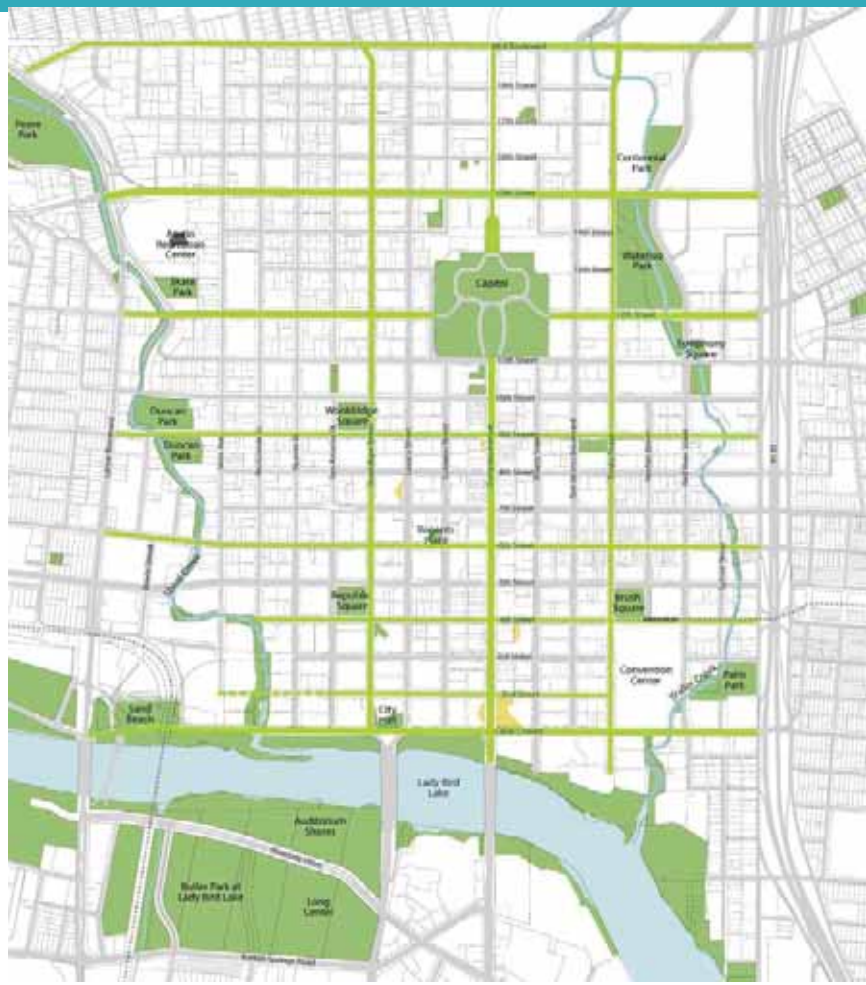
- **The Downtown Austin Plan recommends strengthening the linear parkway system along Shoal Creek to "unite a diverse community by connecting and serving existing and new neighborhoods alike."**

- **The Plan recommends linear greenways like Shoal Creek to maintain its "predominantly naturalistic environment".**

Principal Connecting Streets

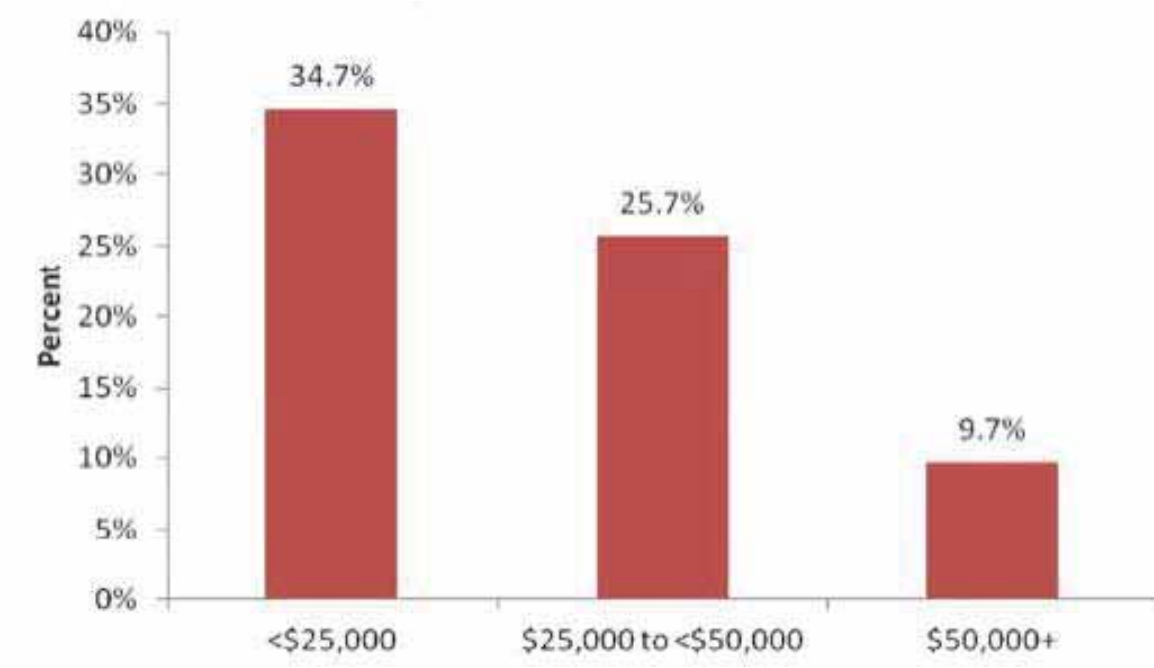
Publicly-Owned Park/Open Space

Privately-Owned Park/Open Space



plans & policies:
2012 Community Health Assessment (CHA)

- **The CHA is Austin and Travis County's community health plan.**
- **Lack of transportation services and walkability are two main concerns affecting residents' perceived quality of life, stress level and ease of accessing services.**
- **Mental health is a growing, pressing concern, and one in which the current services are considered inadequate to meet the current demand.**



Percentage of Adults Reporting No Participation in Any Physical Activities or Exercise by Income in Travis County, 2008 - 2010

plans & policies:
2012 Imagine Austin Comprehensive Plan *

The eight priority programs are:

1. Invest in a compact and connected Austin.
2. Sustainably manage our water resources.
3. Continue to grow Austin's economy by investing in our workforce, education systems, entrepreneurs, and local businesses.
4. Use green infrastructure to protect environmentally sensitive areas and integrate nature into the city.
5. Grow and invest in Austin's creative economy.
6. Develop and maintain household affordability throughout Austin
7. Create a Healthy Austin Program.
8. Revise Austin's development regulations and processes to promote a compact and connected city.



plans & policies:
2012 Imagine Austin Comprehensive Plan *

LUT A32
Develop standards for public spaces, such as parks, plazas and streets, to create integrated, tree-covered places.
LUT P34
Integrate green infrastructure elements such as the urban forest, gardens, green buildings, stormwater treatment and infiltration facilities, and green streets into the urban design of the city through "green" development practices and regulations.
CE A4
Improve policies and incentives for restoration of damaged natural resources areas.
CE A19
Review tree planting regulations to ensure that invasive species are not permitted. Create incentives to remove invasive plant species and replace them with native species.
CE A20
Create a heritage tree inventory and monitoring system to create stronger mechanisms for protecting heritage trees.
CE P2
Conserve Austin's natural resources systems by limiting development in sensitive environmental areas that including the Edwards Aquifer and its contributing and recharge zones and endangered species habitat.
CE P3
Expand the city's green infrastructure network to include such elements as preserves and parks, trails, stream corridors, green streets, greenways, and agricultural lands.
CE P4
Maintain and increase Austin's urban forest as a key component of the green infrastructure network.
CE P6
Enhance the protection of creeks and floodplains to preserve environmentally and other sensitive areas and improve the quality of water entering the Colorado River through regional planning and improved coordination.
CP7
Protect and improve the water quality of the city's creeks, lakes, and aquifers for use and the support of aquatic life.
CE P8
Improve the urban environment by fostering safe use of waterways for public recreation, such as swimming and boating, that maintains the natural and traditional character of waterways and floodplains.
CE P9
Reduce the carbon footprint of the city and its residents by implementing Austin's Climate Protection Plan and developing strategies to adapt to the projected impacts of climate change.
CE P14
Establish policies that consider the benefits provided by natural ecosystems, such as ecological processes or functions in wetlands and riparian areas, that have value to individuals or society.
CFS A10
Develop, through a process engaging the general public and professionals, context-sensitive trail, park, and greenway standards to ensure high-quality, environmentally sustainable design.
CFS A1
Limit, buffer, or prohibit public access to certain environmentally sensitive areas to maintain their value (i.e. wildlife protection and erosion control).
CFS A5
Ensure adequate funding for the maintenance of parks and trees on City of Austin property through Best Maintenance Practices.
CFS A7
Revise tree planting and tree care standards to be more sustainable and reduce tree mortality.
CFS A8
Restore trees and vegetation along degraded waterways, especially in eastern watersheds.

plans & policies:
2012 Imagine Austin Comprehensive Plan *

CFS A35
Create a green infrastructure plan for public land or in public rights-of-way to preserve Austin's ecosystem, improve the water cycle, reduce the urban heat island effect, improve air quality, enrich public space, and provide for traffic calming. Examples include open space, trails, wetlands, community gardens green streets, infiltration facilities, and the urban forest.

CFS P8
Reduce pollution in all creeks from stormwater runoff, overflow, and other non-point sources.

CFS P10
Protect and improve the health of Austin's streams, lakes, and aquifers for sustainable uses and the support of aquatic life.

CFS P11
Protect the health of creeks and prevent public and private property damage by minimizing erosion.

CFS P14
Integrate erosion, flood, and water quality control measures into all City of Austin capital improvement projects.

CFS P48
Maintain existing partnerships and develop new relationships among City of Austin departments, regional governments, other governments, community organizations, and volunteers to support recreational services and achieve higher levels of service.

LUT P43
Continue to protect and enhance important view corridors such as those of the Texas State Capitol District, Lady Bird Lake, and other public waterways.

LUT P44
Preserve and restore historic parks and recreational areas.

LUT P29
Develop accessible community gathering places such as plazas, parks, farmers' markets, sidewalks, and streets in all parts of Austin, especially within activity centers and along activity corridors including Downtown, future TODs, in denser, mixed use communities, and other redevelopment areas, that encourage interaction and provide places for people of all ages to visit and relax

LUT P30
Protect and enhance the unique qualities of Austin's treasured public spaces and places such as parks, plazas, and streetscapes; and, where needed, enrich those areas lacking distinctive visual character or where the character has faded.

E P5
Enhance Austin's draw as a premier national and international tourist destination by strengthening and diversifying the arts and entertainment offerings, enhancing natural resources, and expanding the availability of family-friendly events and venues

CFS P43
Maximize the role of parks and recreation in promoting healthy communities and lifestyles.

CFS P44
Feature superior design in parks and recreational facilities and include opportunities for public art and green and sustainable design solutions.

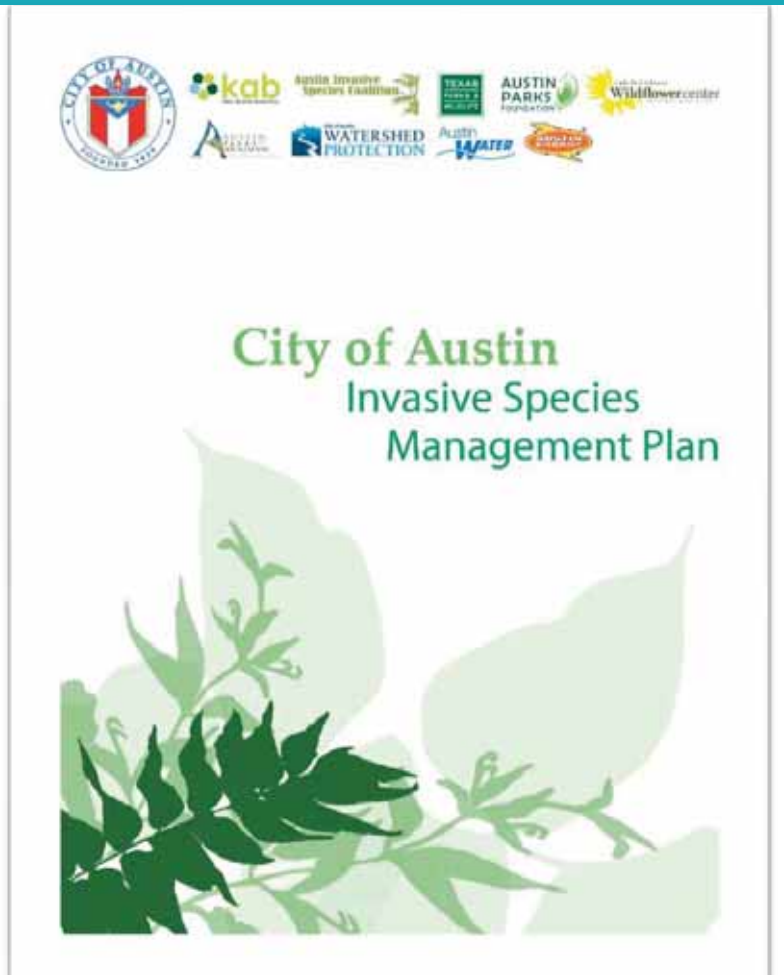
LUT P23
Integrate citywide and regional green infrastructure to include such elements as preserves and parks, trails, stream corridors, green streets, greenways, agricultural lands, and the trail system into the urban environment and the transportation network

CFS P42
Increase connectivity between neighborhoods and from neighborhoods to parks and greenways through the use of sidewalks, bicycle lanes, multi-use paths, and trails.

S P11
Develop public transportation options that link all areas of the City, are affordable to economically disadvantaged groups, and provide access to job opportunities and services

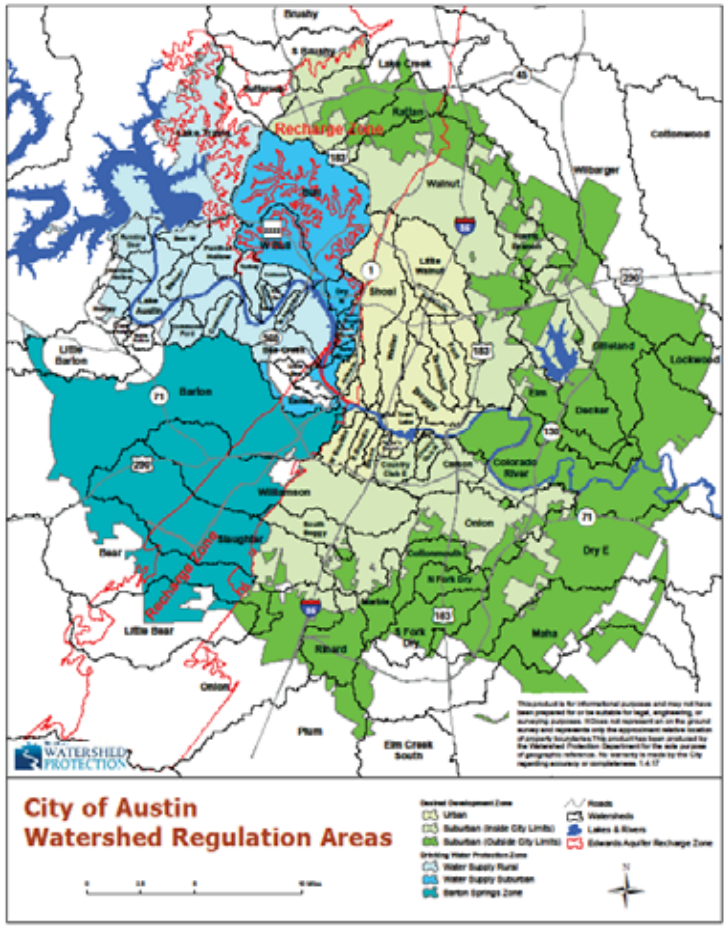
plans & policies:
2012 Invasive Species Management Plan*

- **The Plan serves as a guide for efforts to minimize the harmful environmental and economic impacts of invasive plant species on City-managed properties.**



plans & policies:
2013 Watershed Protection Ordinance*

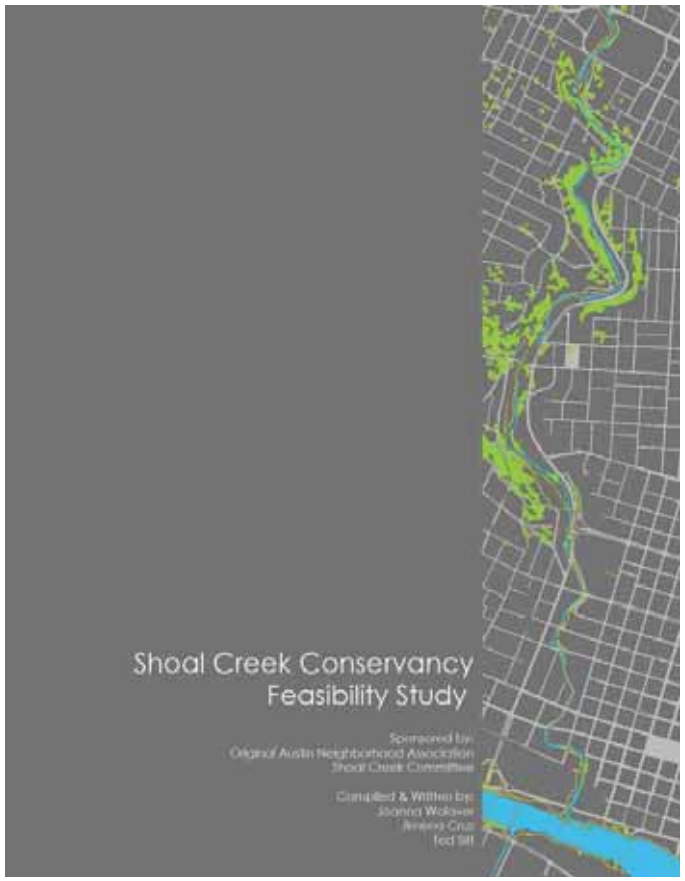
The City's ordinance improves creek and floodplain protection; prevents unsustainable public expense on drainage systems; simplifies development regulations where possible; and minimizes the impact on the ability to develop land.



plans & policies:
2013 Shoal Creek Conservancy Feasibility Study

- **CONSERVANCY VISION: "Shoal Creek will be a vibrant corridor that integrates the flow of water and people, engages the community, and inspires the public."**

- **CONSERVANCY MISSION: "The Shoal Creek Conservancy's mission is to restore, protect and enhance the ecological, social and cultural vibrance of Shoal Creek for the people of Austin by engaging the public and partnering with the community."**

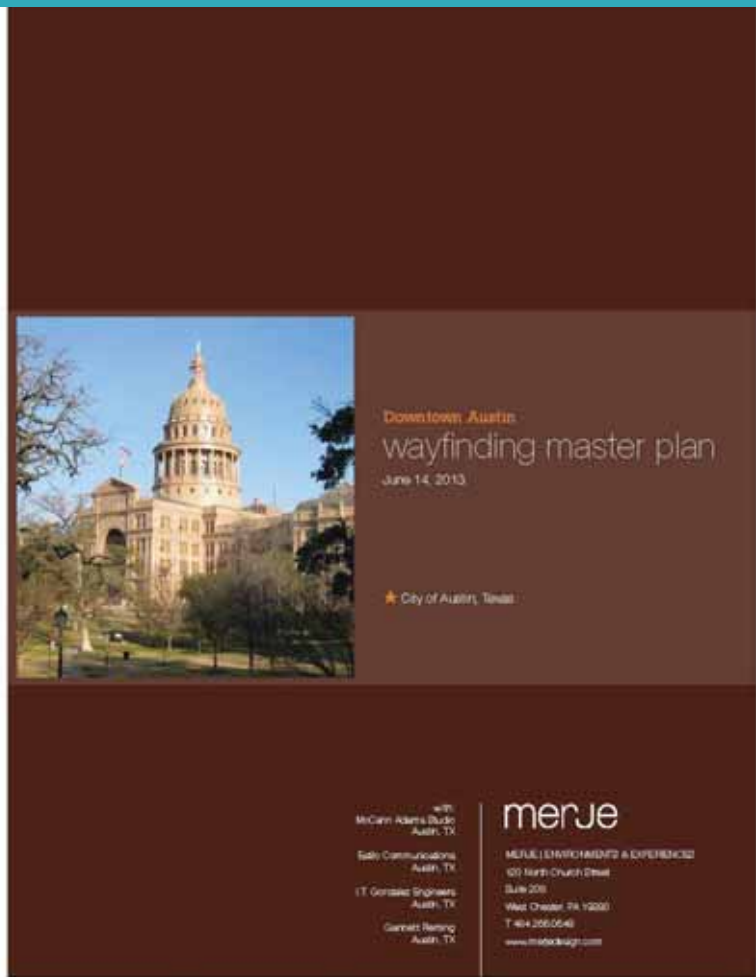


plans & policies:
2013 Downtown Wayfinding Master Plan

- **The Plan is a signage and wayfinding system for all systems of transportation, and proposes developing key "gateways" to identify and celebrate important nodes in the system.**

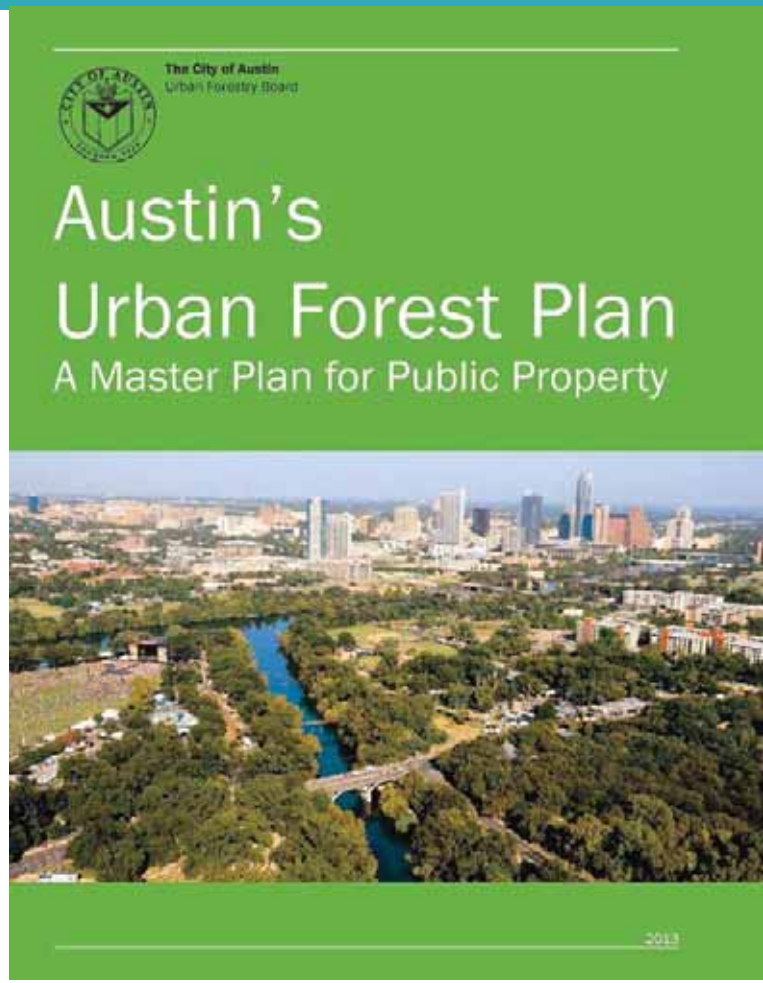
- **The plan calls for "Green Loop" - greenways surrounding downtown - as a strong orienting device that reinforces Austin's commitment to the natural environment."**

- **Such a gateway element at Shoal Creek could take the form of a trailhead and descent, signaled with a light beacon or a strong vertical mast element at the southwest corner of the "Green Loop".**



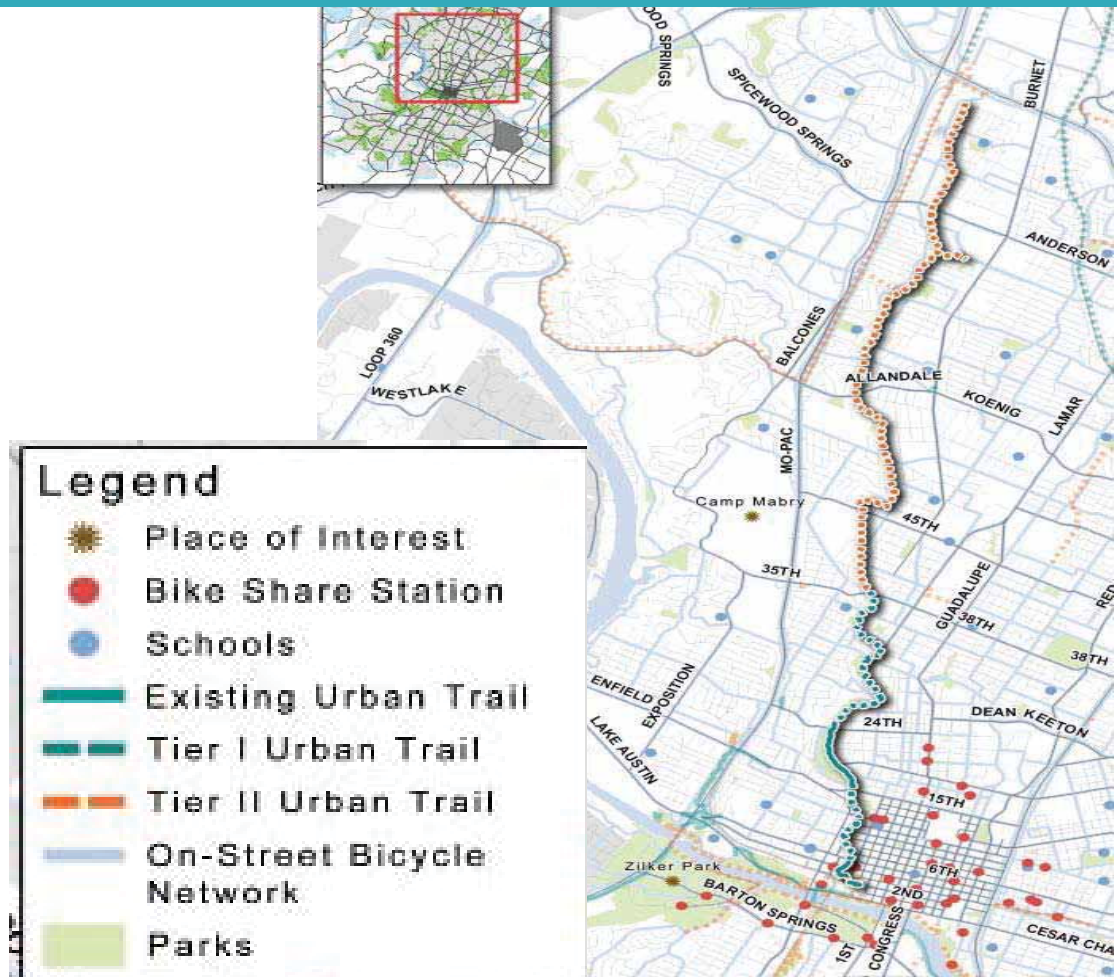
plans & policies:
2014 Urban Forest Plan*

The Plan provides a framework for City departments to use as a guide for managing Austin's public urban forest resources in the form of Departmental Operational Plans.



plans & policies:
2014 Urban Trails Master Plan*

- **From LBL to 35th St is designated as a Tier One - or highest priority - trail.**
- **From 38th to US 183 is designated as a Tier Two trail.**
- **Many trail segments are only 6 feet wide, and certain lack hard-surface paving.**



plans & policies:
2014 Bicycle Master Plan *

- **The Shoal Creek Bicycle Route is considered a key feeder route to the central city.**
- **Shoal Creek Blvd, from Research Blvd to 38th St, is recommended for protected or buffered bicycle facility.**
- **These are known as "cycle tracks", and are key to achieving the desired "all ages and abilities network".**


Current conditions on SC Blvd near Steck Ave do not encourage bicycling.



Example of a 2-way cycle track on Bluebonnet Ln

plans & policies:
2014 Pease Park Master Plan*

The vision for Pease Park is to create:

- **a green, urban oasis whose natural waterway, Shoal Creek, its forest, open spaces and cultural history are protected and enhanced**

- **a safe, well-maintained and beautiful destination that is easily accessible for all, and serves the adjoining neighborhoods and all Austinites, and**

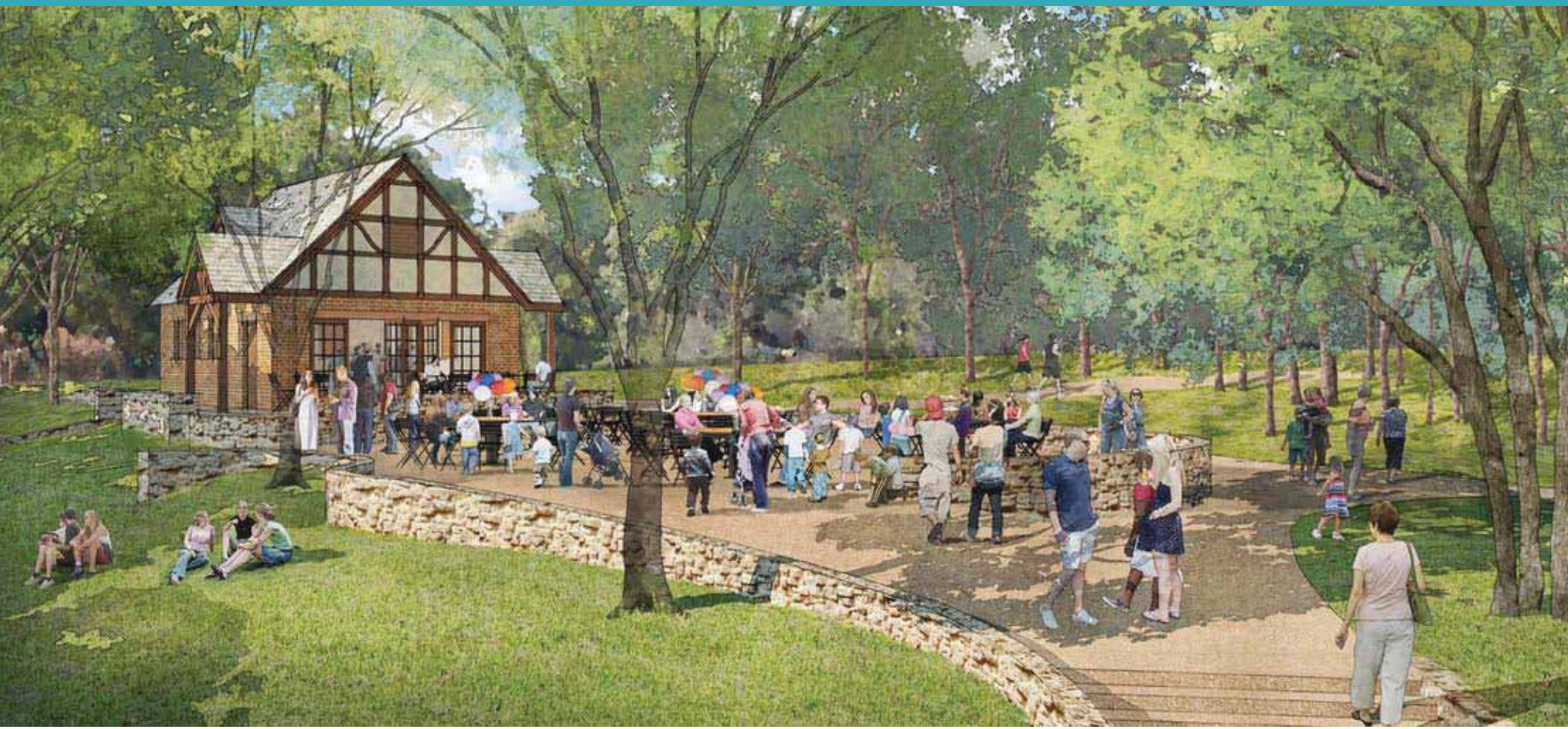
- **a hub of Austin's trail system, where people gather as a community to enjoy recreation and respite.**



plans & policies:
2014 Pease Park Master Plan *



plans & policies:
2014 Pease Park Master Plan *



plans & policies:
2014 City Council Resolution *

"WHEREAS, Shoal Creek is a defining geographic feature of Austin, an artery into its urban core and the western boundary of the original city; and…

"…BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF AUSTIN:
That the city manager is directed to explore a **public-private partnership for the creation of a Shoal Creek Watershed Management, Trail, Parks, and Open Space Plan;**

a strategy for the development, management, and operation of this plan; and to provide Council with a recommendation for the structure of this partnership, potential roles and responsibilities, and an implementation schedule within 180 days."



plans & policies:
2014 Shoal Creek Peninsula Stabilization

This project was constructed to mitigate the repeated flooding at the mouth of Shoal Creek at Lady Bird Lake, by:

- **Reinforcing the eroding shoreline along Lady Bird Lake with limestone boulders**
- **Paving the trail and adding a new walkway on the western half of the peninsula that connects to the existing trail**
- **Removing dumped concrete and failing walls along the inside and tip of the peninsula, and reconstructing a sloped shoreline.**
- **Landscaping the peninsula with native vegetation and removing invasive species.**



BEFORE



AFTER

plans & policies:
2014 STAR community rating

STAR is designed to assess a community's sustainability performance in three broad areas:

1) **prosperity and jobs,**
2) **conservation and the environment, and**
3) **community health, equity, and cultural vitality.**

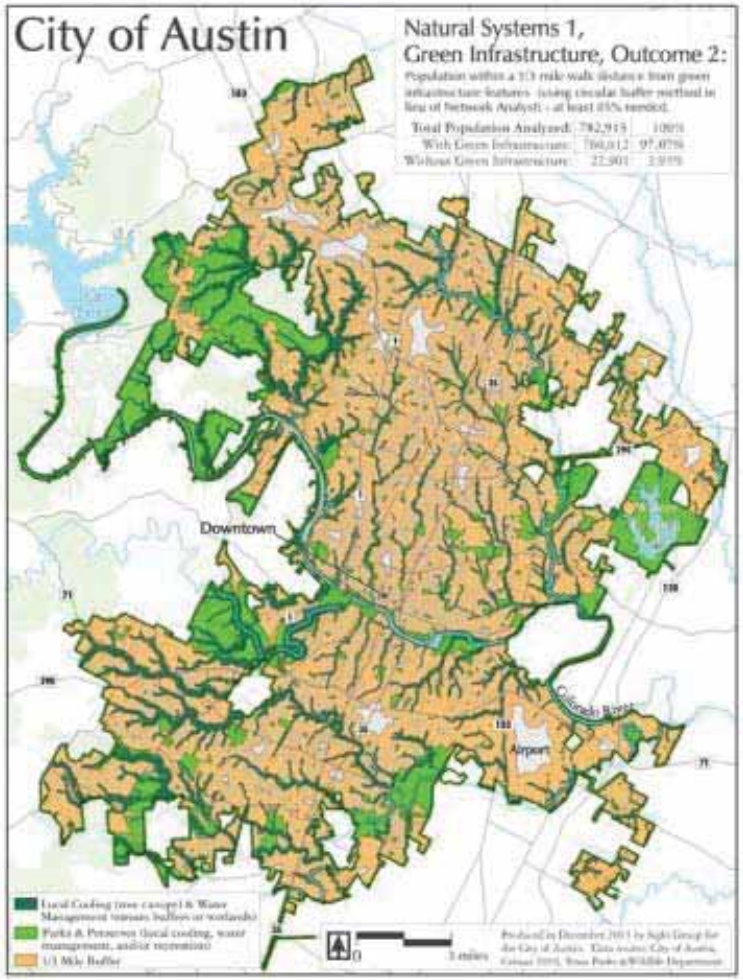
Austin has received certification as a 4-STAR Community.



plans & policies:
2014 STAR community rating

This rating system's evaluation measures define a community scale sustainability plan and present a vision of how Austin can become more healthy, inclusive and prosperous across the following seven goal areas:

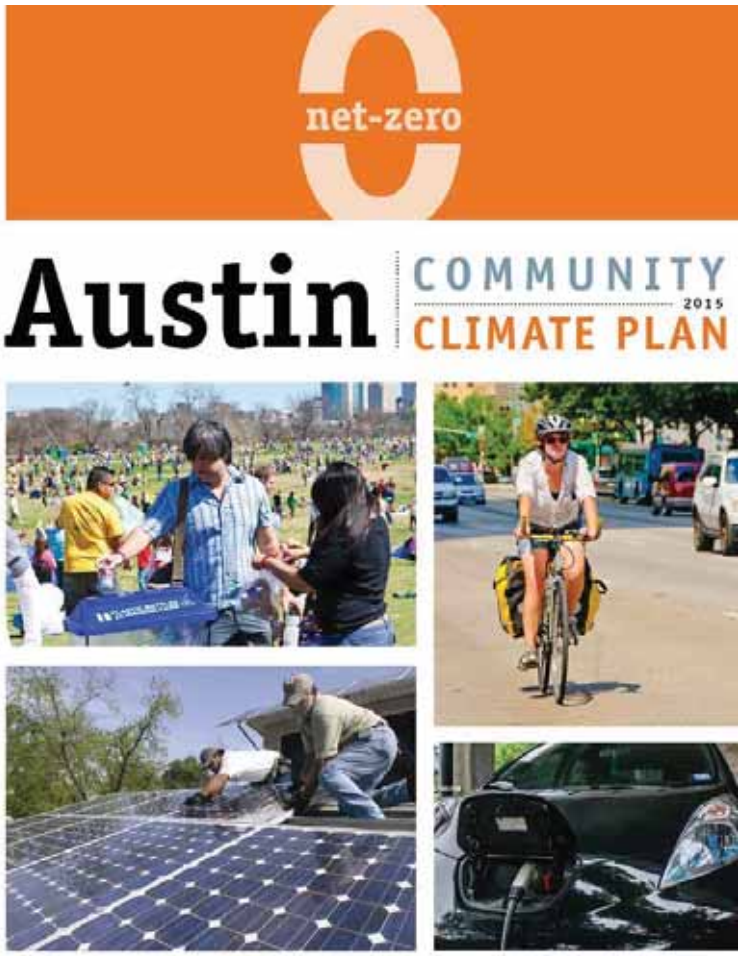
Built Environment	Climate & Energy	Economy & Jobs	Education, Arts, & Community	Equity & Empowerment	Health & Safety	Natural Systems	Innovation & Process
BE-1: Ambient Noise & Light	CE-1: Climate Adaptation	EJ-1: Business Retention & Development	EAC-1: Arts & Culture	EE-1: Civic Engagement	HS-1: Active Living	NS-1: Green Infrastructure	IP-1: Best Practices & Processes
BE-2: Community Water Systems	CE-2: Greenhouse Gas Mitigation	EJ-2: Green Market Development	EAC-2: Community Cohesion	EE-2: Civil & Human Rights	HS-2: Community Health	NS-2: Biodiversity & Invasive Species	IP-2: Exemplary Performance
BE-3: Compact & Complete Communities	CE-3: Greening the Energy Supply	EJ-3: Local Economy	EAC-3: Educational Opportunity & Attainment	EE-3: Environmental Justice	HS-3: Emergency Management & Response	NS-3: Natural Resource Protection	IP-3: Local Innovation
BE-4: Housing Affordability	CE-4: Energy Efficiency	EJ-4: Quality Jobs & Living Wages	EAC-4: Historic Preservation	EE-4: Equitable Services & Access	HS-4: Food Access & Nutrition	NS-4: Outdoor Air Quality	IP-4: Good Governance
BE-5: Infill & Redevelopment	CE-5: Water Efficiency	EJ-5: Targeted Industry Development	EAC-5: Social & Cultural Diversity	EE-5: Human Services	HS-5: Health Systems	NS-5: Water in the Environment	
BE-6: Public Parkland	CE-6: Local Government GHG & Resource Footprint	EJ-6: Workforce Readiness	EAC-6: Aging in the Community	EE-6: Poverty Prevention & Alleviation	HS-6: Hazard Mitigation	NS-6: Working Lands	
BE-7: Transportation Choices	CE-7: Waste Minimization				HS-7: Safe Communities		



plans & policies:
2015 Community Climate Plan

- **The Plan recommends a set of strategies and actions that aim to achieve net-zero, community-wide greenhouse gas emissions by 2050.**

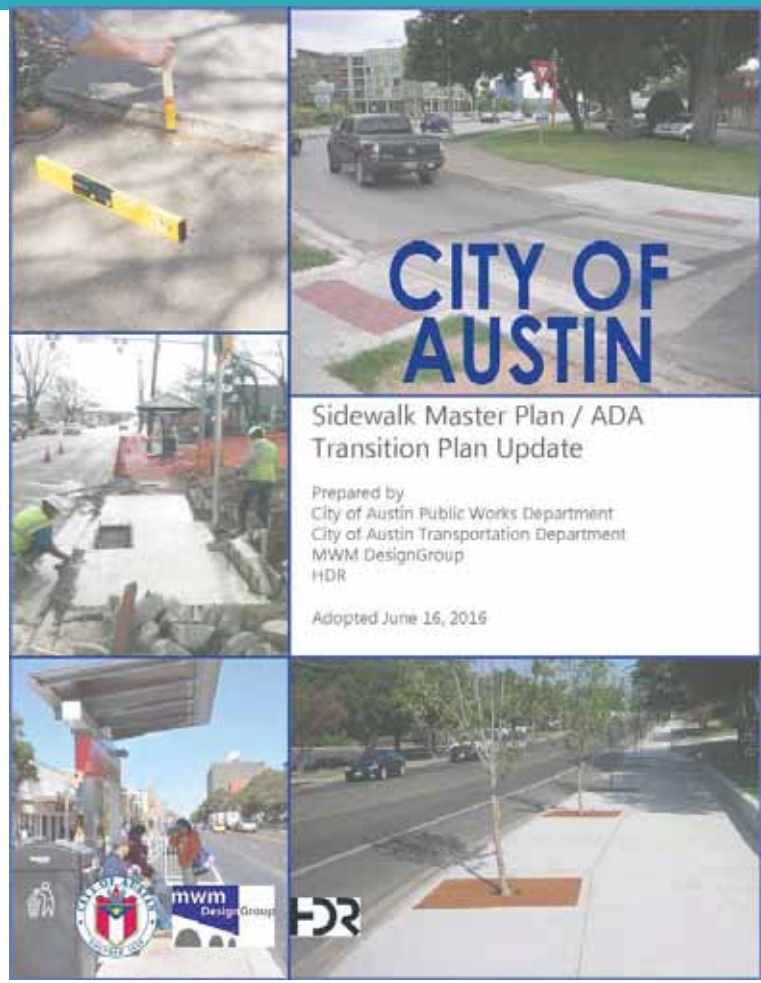
- **It identifies green infrastructure - specifically urban trails, creeks and wildlife habitat - as a strategic elements in meeting this goal.**



plans & policies:
2016 Sidewalk Master Plan*

The Plan goals are to:

- **Encourage walking as a viable mode of transportation, improve pedestrian safety, and enable people to walk to and from transit stops.**
- **Update the sidewalk portion of the City's Americans with Disabilities Act (ADA) Transition Plan and set forth policies that will improve mobility for people with disabilities.**
- **Include sidewalks and other pedestrian facilities as necessary and integral components of the transportation system.**
- **Provide an objective mechanism for the City's use in prioritizing new sidewalk construction and existing sidewalk repair.**
- **Incorporate goals and policies from the Imagine Austin Comprehensive Plan and updated Complete Streets policy.**



plans & policies:
2016 Vision Zero Action Plan*

- **The goal of the Plan is to eliminate traffic deaths deaths and serious injuries by 2025.**

The approach involves:

- **A holistic approach to land use and transportation;**
- **A "complete streets" approach to street design;**
- **Traffic engineering and infrastructure;**
- **Enforcement and prosecution of dangerous behaviors;**
- **Education and culture change;**
- **Public health, equity, and related issues; and**
- **Policy analysis and changes at the local and regional level.**



plans & policies:
2016 Watershed Protection Master Plan*

The Plan identifies Lower Shoal Creek as a priority problem area, ranked second behind Onion Creek, and establishes the following goals:

- **Protect lives and property by reducing the impact of flood events.**
- **Protect channel integrity and prevent property damage resulting from erosion.**
- **Protect and improve Austin's waterways and aquifers for citizen use and support of aquatic life.**
- **Improve the urban environment by fostering additional beneficial uses of waterways and drainage facilities.**
- **Meet or exceed all local, state, and federal permit and regulatory requirements.**
- **Maintain the integrity and function of Utility Assets.**
- **Optimize City resources by integrating flood, erosion, and water quality control measures.**

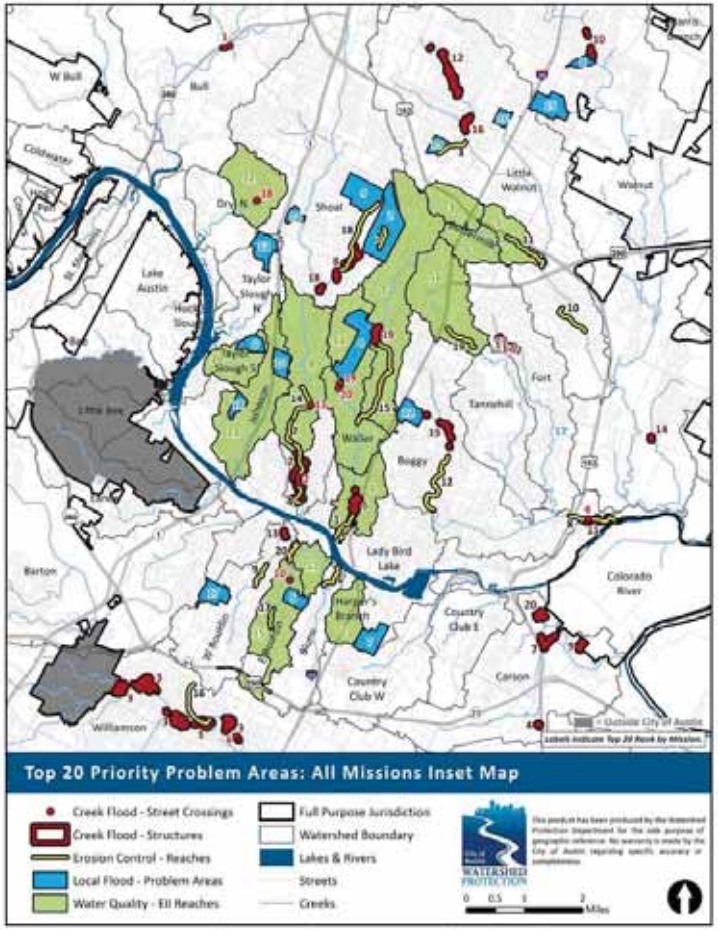


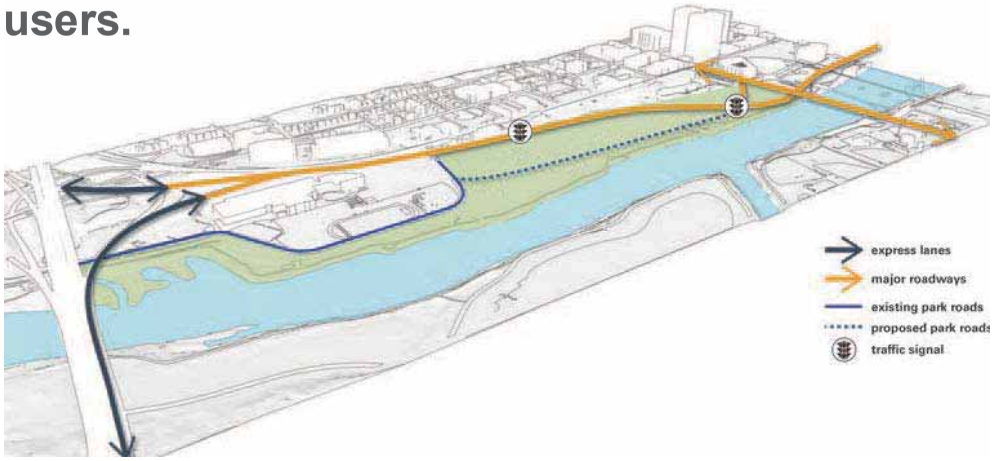
Figure EX-8 Top 20 Priority Problem Areas: All Missions Inset Map (October 2015)

plans & policies:
2016 Lamar Beach Master Plan*

PRINCIPLES:

- **Maintain existing program within the park while maximizing efficiency and integrating with the park.**
- **Increase amenity space for new programming.**
- **Provide a varied and unique experience along the hike-and-bike trails.**
- **Provide adequate parking and transit opportunities for all users.**
- **Provide safe, accessible ways to get to the park from the YMCA, Austin High School and nearby neighborhoods with or without the Pressler Street Extension.**
- **Think big about the transportation networks through the park to consider different possibilities that improve the experience for all users.**

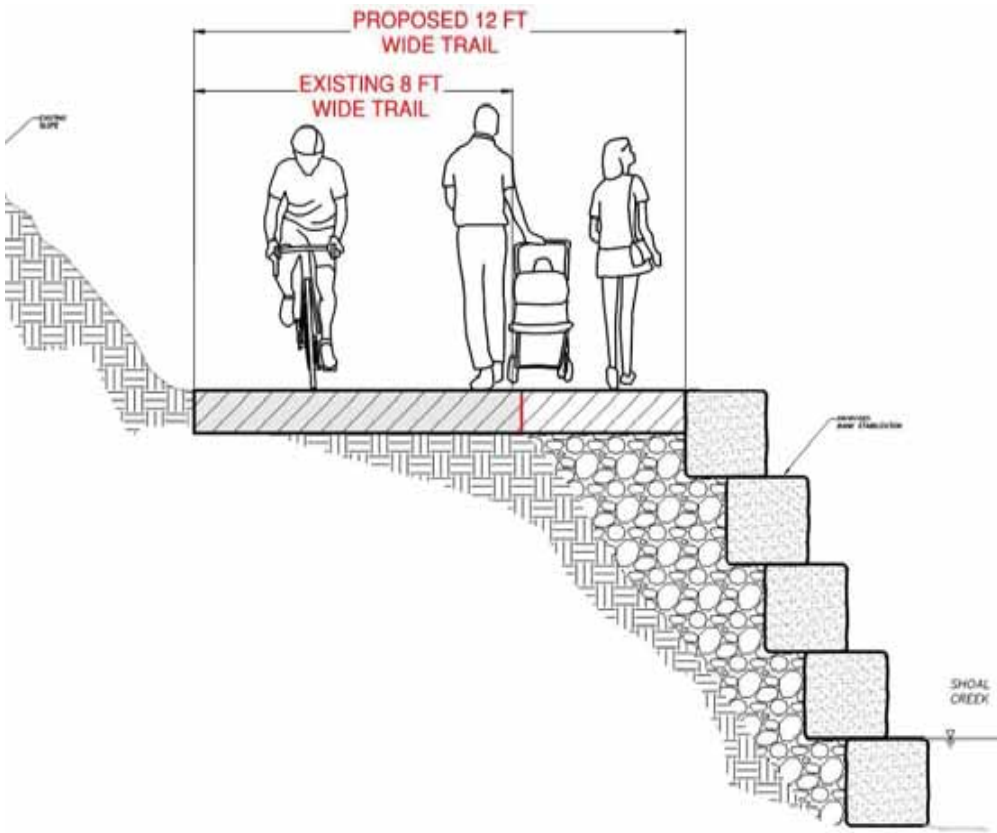




plans & policies:
2016-17 5th to 15th Street PER

This Preliminary Engineering Report (PER) recommends:

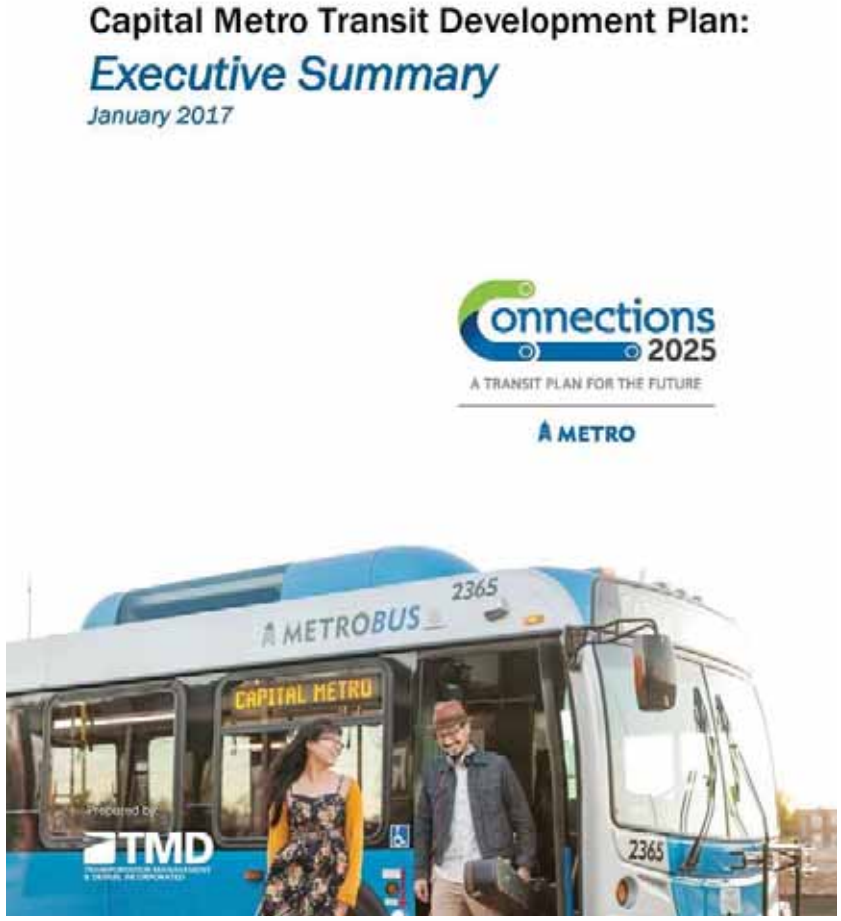
- Provide a 12 foot-wide, multi-use urban trail.
- Improve connectivity to streets, sidewalks, trails.
- Add raingardens for stormwater filtration.
- Improve channel and bank stability.
- Improve trail amenities.
- Add areas for nature appreciation.
- Improve section from Pease Park to Lamar Blvd, adding:
  - shade structures, benches
  - traffic barriers to separate bikes from street
- Replace low-water crossing at 9th St with a new pedestrian bridge.



plans & policies:
2016 CapMetro Connections 2025

- **The Plan triples Capital Metro's High-Frequency Route Network from six to 17 routes, adds two MetroRapid lines, with more east/west service, creates straighter routes and better system connectivity.**

- **The Plan adds two MetroRapid lines, additional stations that are about 1/3 mile apart, with 7-10 minute frequenies and Local fares instead of Premium.**



plans & policies:
2017 3rd to 5th "Gap Project"

- **The project completed ADA-compliant bicycle and pedestrian trail that closes gap between Shoal Creek's west bank and the existing Trail.**

- **A new bridge was constructed spanning Shoal Creek at 4th and Rio Grande St, with a southern landing on parkland next to the Independent residential tower - now under construction.**





plans & policies:
2017 Duncan Park Preliminary Plan

Planning to revitalize Duncan Park between West 9th and 10th streets, adjacent to Shoal Creek, is still underway.



plans & policies:
2017 the Grove at Shoal Creek PUD*

- **The Grove is a 80-acre Planned Unit Development (PUD) which includes a 16-acre signature park that will extend the Trail from Shoal Creek Blvd near the State Archives property to link to 45th St and the new and existing streets nearby.**

- **Planning is still underway.**



plans & policies:
2017 Pedestrian Safety Action Plan

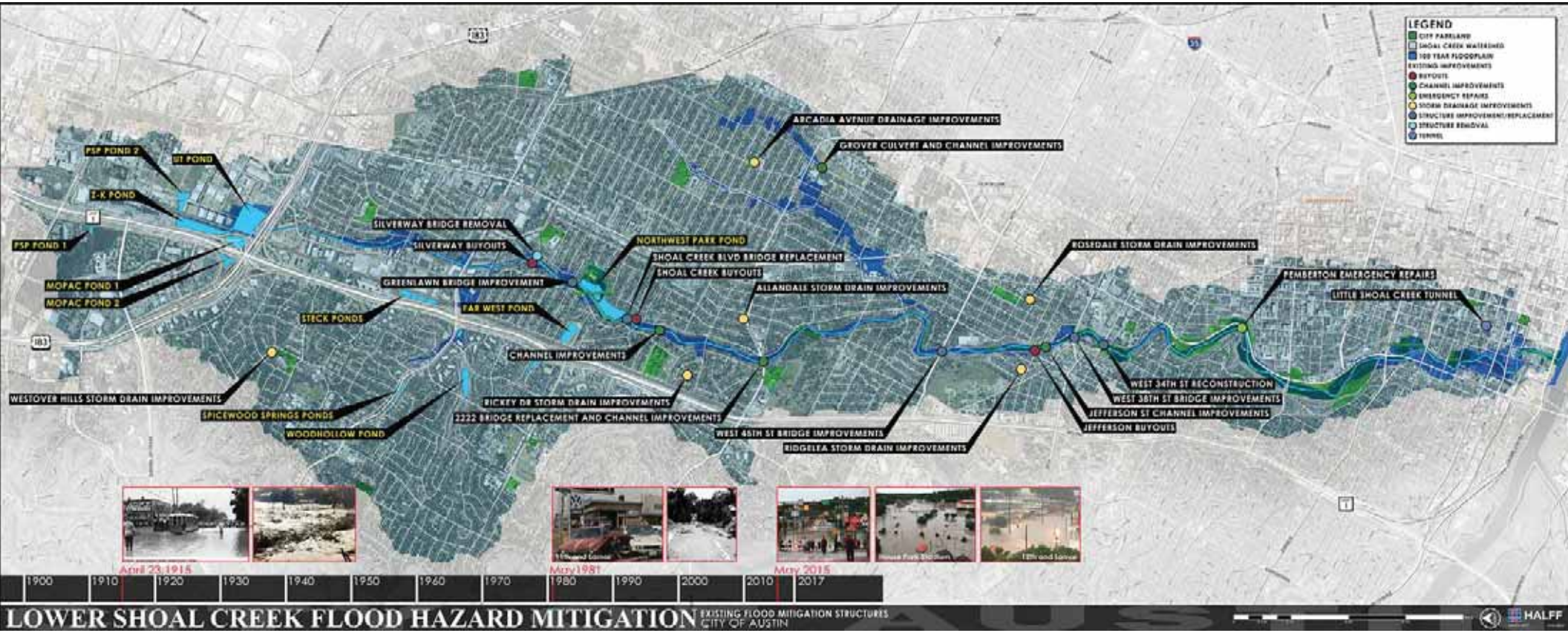
- The Pedestrian Safety Action Plan develops a holistic strategy to reduce and eliminate the dangerous crashes that injure and kill people walking.

- The plan also encourages walking in Austin.

- Focus areas of the Pedestrian Safety Action Plan include engineering, education, enforcement and encouragement.



plans & policies:
2017 - 2018 Lower Shoal Creek Flood Hazard Mitigation Study



This Plan has recently begun and will investigate options to mitigate flooding in the Lower Shoal Creek zone.

plans & policies:
2017 – 2018 North Shoal Creek Neighborhood Plan



Natural



- Public lands or held by a conservancy
- Undeveloped or wilderness areas used for open space, recreation, habitat conservation and protection, and/or for other environmental reasons
- Parks, greenbelts, preserve lands, etc.

Residential Core



- Characteristic of most single-family areas
- Can include houses of worship, libraries, parks, schools, fire stations, etc.
- Specific character will vary in different parts of Austin

Neighborhood Transition



- Mostly residential
- Serves as a buffer between more and less intense areas
- Wide variety of housing (apartments, cottage courts, townhouses, row houses, etc.)
- Depending on local conditions — a small amount of offices/ local-serving commercial

Neighborhood Node



- Mixed use district
- Neighborhood-scaled
- Commercial and mixed use buildings
- Townhouses, row houses, and/or apartments
- Ideally served by transit

Mixed Use Activity Corridor



- *Imagine Austin*
- Linear and mixed use
- Shopping, jobs, services, entertainment, education, parks, houses of worship, variety of housing types
- Well-served by transit

Commerce



- Primarily commercial/office
- Automobile-oriented: located along freeways or frontage roads
- Not well-suited for residential
- Large shopping centers, hotels, car dealerships, office parks, etc.

Industry



- Manufacturing, warehousing, R & D, packaging, etc.
- Located across the city
- Not compatible with residential uses

Special District: Buell Live-Work



- Unique place that doesn't fit into other categories
- Mix of housing, services, art spaces, artisanal business, and offices
- Live-work units, townhouses, and small apartment buildings

plans & policies:
2017 – 2018 North Shoal Creek Neighborhood Plan



Plan Goals:

- Improve connectivity for pedestrians and bicyclists.
- Make streets safer for all.
- Maintain a balance of housing types for a variety household sizes and incomes.
- Maintain quality public facilities and services.
- Provide a diverse range of shops and services for neighborhood residents and other Austinites.
- Promote health throughout the neighborhood.
- Encourage a sense of community.
- Promote safety and maintenance.

plans & policies:
TBD Project Connect 2.0

- **Project Connect is Capital Metro's plan to create a system of high-capacity transit options.**
- **Project Connect will identify and evaluate transit projects that connect activity centers within the focus area and throughout the region.**



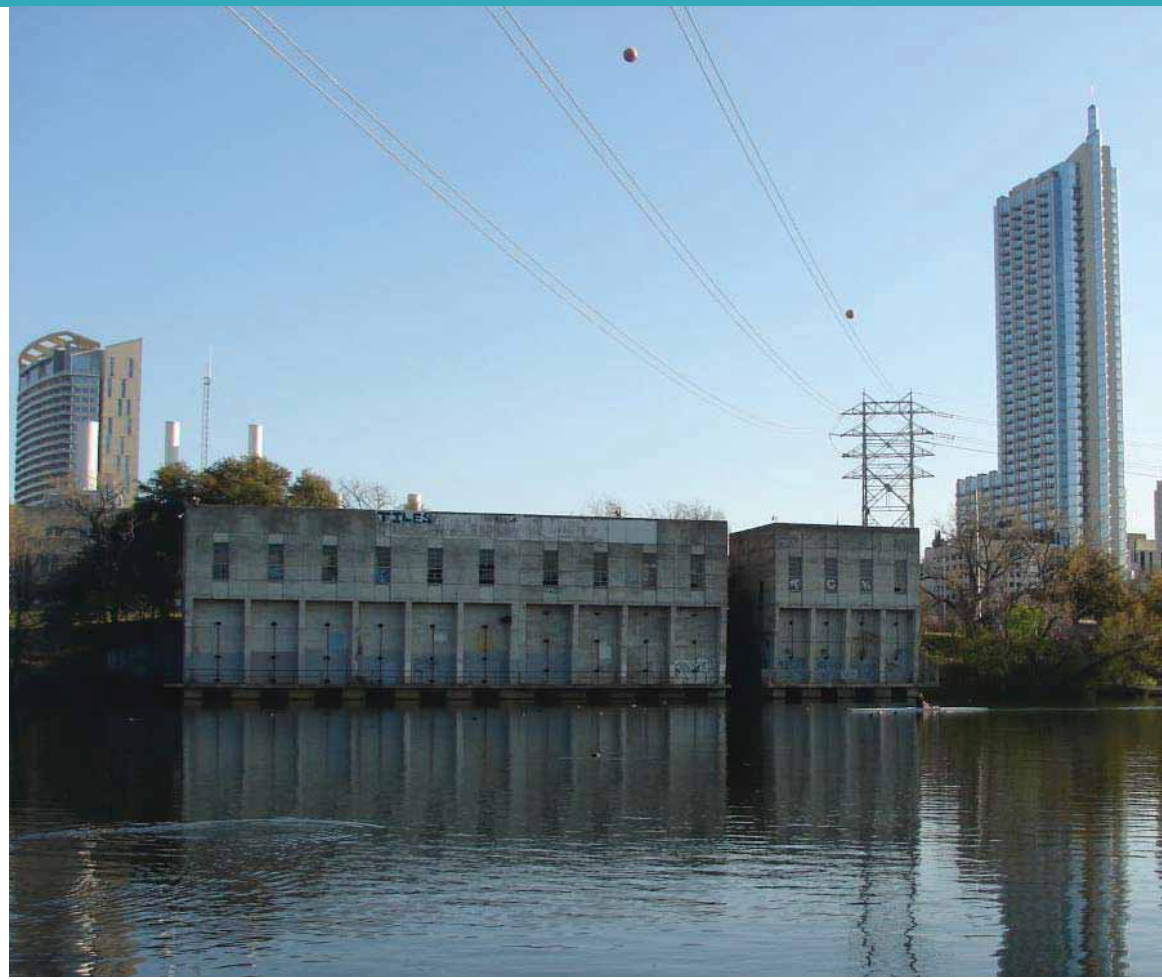
plans & policies:
TBD Seaholm intake facility

- The study area will span between the Pfluger Bridge and Shoal Creek, and from the Lady Bird Lake shoreline to Cesar Chavez Blvd.

Project goals:

- Develop a long-range vision for the area - with particular focus on the programming, operational and financial model - to develop a world-class facility and a public asset.

- Identify a phased approach to the project so that work can begin in the near future.



plans & policies:
TBD MOPAC Improvement Project

- **The Central Texas Regional Mobility Authority is building one Express Lane in each direction on north MoPac (Loop 1) from Cesar Chavez Street to Parmer Lane.**





MOPAC IMPROVEMENT PROJECT

plans & policies:
TBD MOPAC Improvement Project

- Along with roadway improvements, many bicycle and pedestrian improvements are being made.



KEY TO LINES

- Existing Shared-Use Path and/or Pavement for Cyclists
- Proposed Shared-Use Path and/or Pavement for Cyclists
- Proposed Sidewalk (filling in the gaps between existing sidewalks)
- Existing Popular Bicycle Routes
- East/West Connectivity Improvements

EAST/WEST CONNECTIVITY IMPROVEMENTS

1 PARK BEND DRIVE
Pedestrian Improvements
1. Install ADA ramps
2. Add striping for cross-walks
3. Add sidewalk to fill-in gaps at intersection for proposed pedestrian movements
4. Add missing pedestrian signal heads and pushbuttons for proposed pedestrian movements

2 DUVAL ROAD/BURNET ROAD
Bicycle/Pedestrian Improvements
1. Restripe roadway for 11' wide lanes with two 5' wide bike lanes
2. Add bike lane pavement marking symbols and signing for bike lanes
3. Install ADA ramps
4. Add striping for cross-walks
5. Increase size of roadway island in northwest quadrant of southbound frontage road intersection to accommodate ADA improvements
6. Add yield signs and yield triangles for pedestrian cross-walks at free flow right-turn lanes

3 BRAKER LANE
Bicycle/Pedestrian Improvements
1. Restripe roadway for 11' wide lanes with two 5' wide bike lanes; restripe intersection approaches to align lanes on each side of the intersections
2. Add bike lane pavement marking symbols and signing for bike lanes
3. Install missing ADA ramps
4. Add striping for cross-walks
5. Fill-in sidewalk gaps at intersection
6. Add yield signs and yield triangles for pedestrian cross-walks at free flow right-turn lanes

4 CAPITAL OF TEXAS HIGHWAY/LOOP 360
Bicycle/Pedestrian Improvements
1. Restripe roadway for 11' wide lanes with two 5' wide bike lanes; restripe intersection approach to align lanes on each side of the intersection
2. Add bike lane pavement marking symbols and signing for bike lanes
3. Install ADA ramps
4. Install pedestrian signal heads for north/south pedestrian movement on Capital of Texas Highway intersection approach

plans & policies:
TBD CodeNEXT – Park Typologies

- **The CodeNEXT project to update Austin's Land Development Code propose a diverse palette of parks and other publicly-accessible to be provided in plans as civic spaces that are essential components of walkable urban environments.**

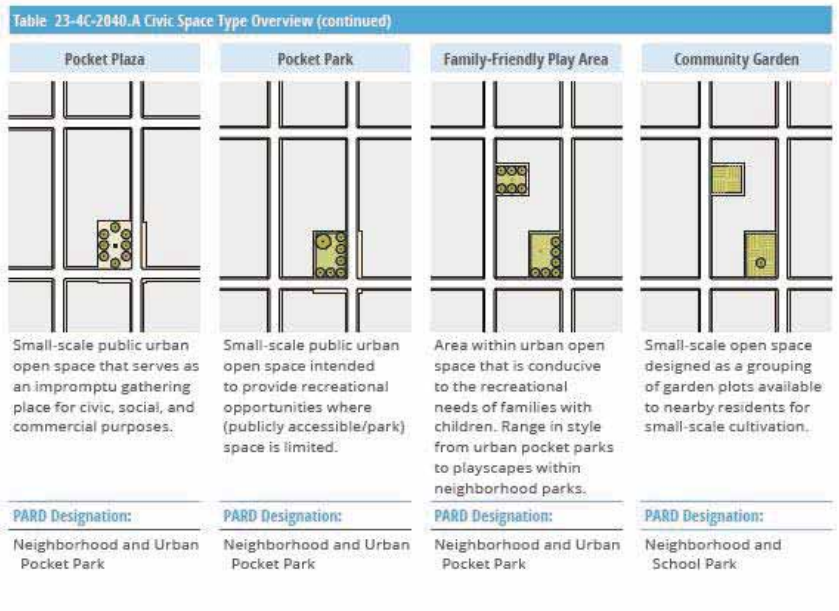


Table 23-4C-2040.A Civic Space Type Overview (continued)

Pocket Plaza	Pocket Park	Family-Friendly Play Area	Community Garden
Small-scale public urban open space that serves as an impromptu gathering place for civic, social, and commercial purposes.	Small-scale public urban open space intended to provide recreational opportunities where (publicly accessible/park) space is limited.	Area within urban open space that is conducive to the recreational needs of families with children. Range in style from urban pocket parks to playscapes within neighborhood parks.	Small-scale open space designed as a grouping of garden plots available to nearby residents for small-scale cultivation.
PARD Designation:	PARD Designation:	PARD Designation:	PARD Designation:
Neighborhood and Urban Pocket Park	Neighborhood and Urban Pocket Park	Neighborhood and Urban Pocket Park	Neighborhood and School Park

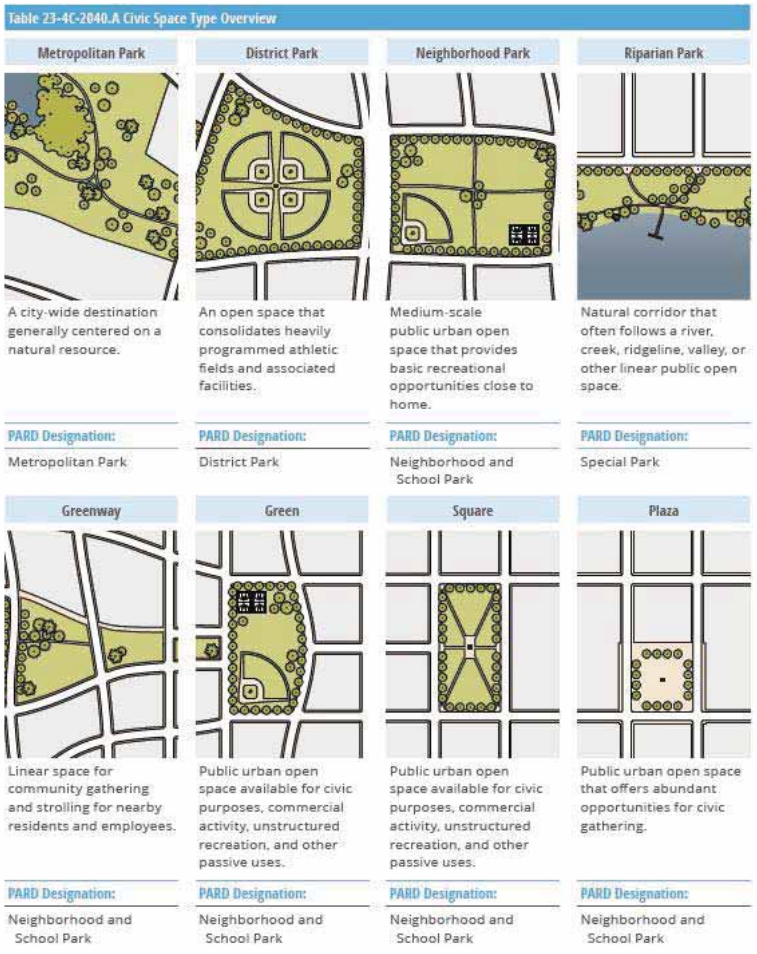
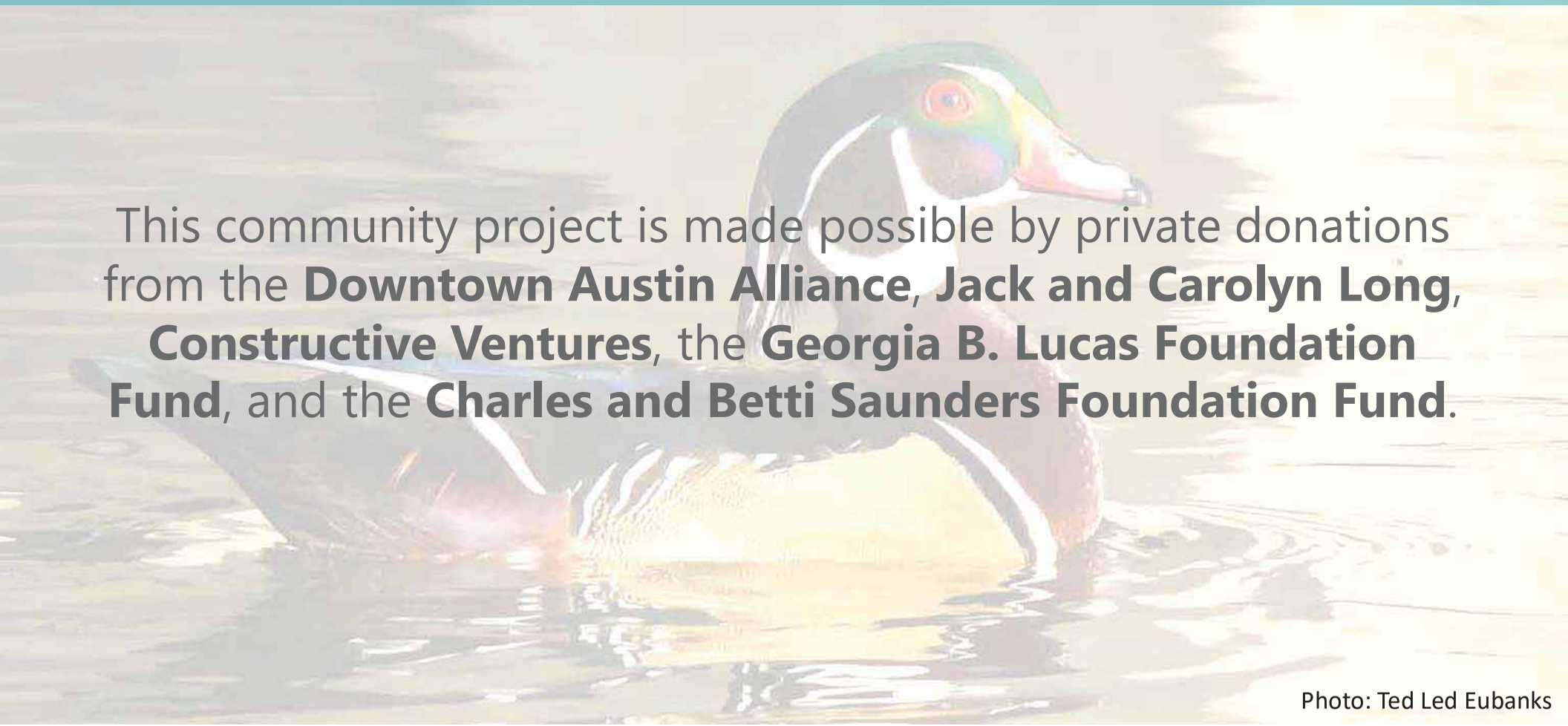


Table 23-4C-2040.A Civic Space Type Overview

Metropolitan Park	District Park	Neighborhood Park	Riparian Park
A city-wide destination generally centered on a natural resource.	An open space that consolidates heavily programmed athletic fields and associated facilities.	Medium-scale public urban open space that provides basic recreational opportunities close to home.	Natural corridor that often follows a river, creek, ridgeline, valley, or other linear public open space.
PARD Designation:	PARD Designation:	PARD Designation:	PARD Designation:
Metropolitan Park	District Park	Neighborhood and School Park	Special Park

Greenway	Green	Square	Plaza
Linear space for community gathering and strolling for nearby residents and employees.	Public urban open space available for civic purposes, commercial activity, unstructured recreation, and other passive uses.	Public urban open space available for civic purposes, commercial activity, unstructured recreation, and other passive uses.	Public urban open space that offers abundant opportunities for civic gathering.
PARD Designation:	PARD Designation:	PARD Designation:	PARD Designation:
Neighborhood and School Park	Neighborhood and School Park	Neighborhood and School Park	Neighborhood and School Park

thank you, and see you next on Wednesday, September 13th 6pm at Congregation Beth Israel for Community Workshop #2

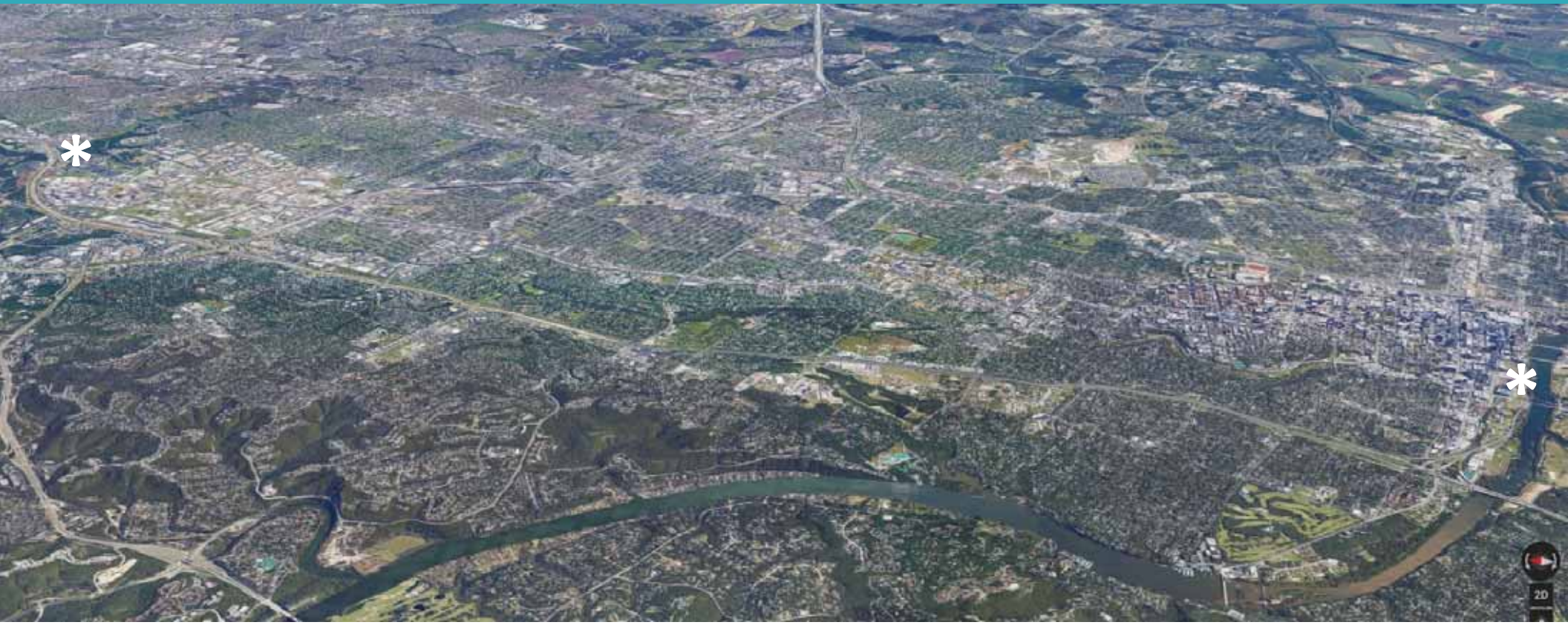


This community project is made possible by private donations from the **Downtown Austin Alliance**, **Jack and Carolyn Long**, **Constructive Ventures**, the **Georgia B. Lucas Foundation Fund**, and the **Charles and Betti Saunders Foundation Fund**.

Photo: Ted Led Eubanks

Shoal Creek Trail: Vision to Action Plan
CAG/TAG/Community Workshop #2

August 30 – September 13, 2017



SHOAL CREEK CONSERVANCY

CITY OF AUSTIN

SIGLO GROUP

mas mccann adams studio

project timeline: spring 2017 to spring 2018

TAG MEETINGS

- June 7, 2017
- August 30, 2017
- November 1, 2017

CAG MEETINGS

- June 14, 2017
- September 6, 2017
- November 8, 2017

COMMUNITY WORKSHOPS

- June 21, 2017
- September 13, 2017
- November 15, 2017

Final Plan completed – February 2018

www.shoalcreekconservancy.org/trailplan/

Thank Yous:

- **This community project is made possible by private donations from the Downtown Austin Alliance, Jack and Carolyn Long, Constructive Ventures, the Georgia B. Lucas Foundation Fund, and the Charles and Betti Saunders Foundation Fund.**
- **Activity Table: Austin Youth River Watch**
- **Meeting Space: Congregation Beth Israel, Northwest Recreation Center**
- **Printer: Dynamic Reprographics**
- **Food/Snacks: Tiff's Treats, Frank & Angie's**

Consultant Team & Project Partners:





City of Austin

Shoal Creek Conservancy

Consultant Team: McCann Adams Studio & Siglo Group

Historical & Cultural Interpreter: Ted Eubanks, Fermata Inc.

Community Advisory & Technical Advisory Group Members







coverage of the process so far:



Statesman

Shoal Creek Trail may triple in length, from downtown to Domain

About the Author



COMMUNITY IMPACT NEWSPAPER

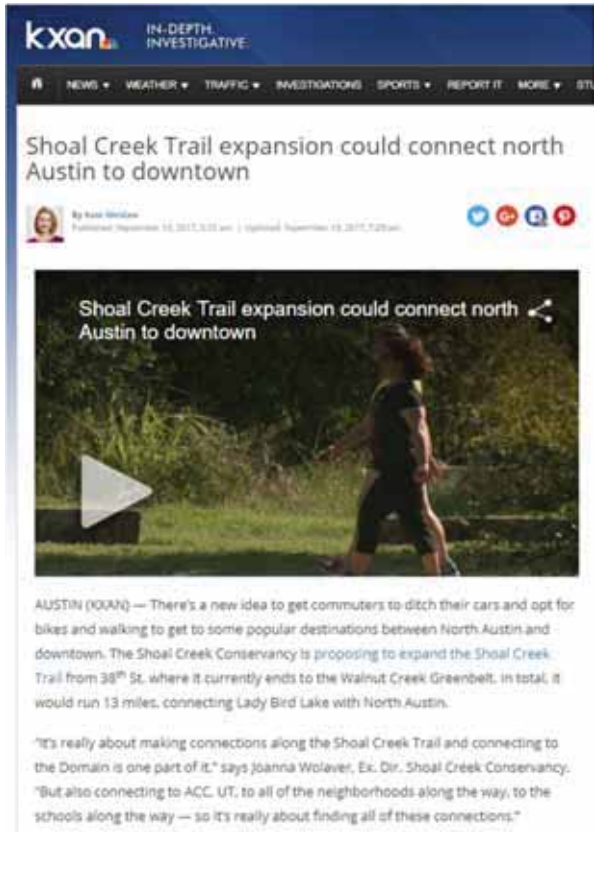
Shoal Creek Conservancy looks to improve, extend Austin urban trail

Ted Graf wants his students to be stewards of Shoal Creek.



AUSTIN MONITOR

One small trail for North Austin, one giant loop for the whole city



kxan IN-DEPTH. INVESTIGATIVE.

Shoal Creek Trail expansion could connect north Austin to downtown

AUSTIN (KXAN) — There's a new idea to get commuters to ditch their cars and opt for bikes and walking to get to some popular destinations between North Austin and downtown. The Shoal Creek Conservancy is proposing to expand the Shoal Creek Trail from 38th St. where it currently ends to the Walnut Creek Greenbelt. In total, it would run 13 miles, connecting Lady Bird Lake with North Austin.

"It's really about making connections along the Shoal Creek Trail and connecting to the Domain is one part of it," says Joanna Wolaver, Ex. Dir. Shoal Creek Conservancy. "But also connecting to ACC, UT, to all of the neighborhoods along the way, to the schools along the way — so it's really about finding all of these connections."

the purpose of the second round of meetings was to understand:

- **Consider planning and design concepts for the Project Corridor.**
- **Solicit comments from the TAG, CAG, and Community.**
- **Identify funding opportunities and gaps.**
- **Begin establishing priorities.**






six project themes & their guiding principles



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.



2. **NATURAL RESOURCES & ECOLOGY:** Identify and Integrate best practices in environmental stewardship, sustainability and resiliency.



3. **CONNECTIVITY & COMMUNITY ACCESS:** Increase connectivity and comfort for people of all ages and abilities who are walking, biking and/or taking transit.



4. **SAFETY, HEALTH & WELL-BEING:** Create a safe pathway system that makes being active the fun, easy and daily choice.



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.



6. **PROJECT 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.

Public Comments Takeaways of CAG/TAG/CW #1



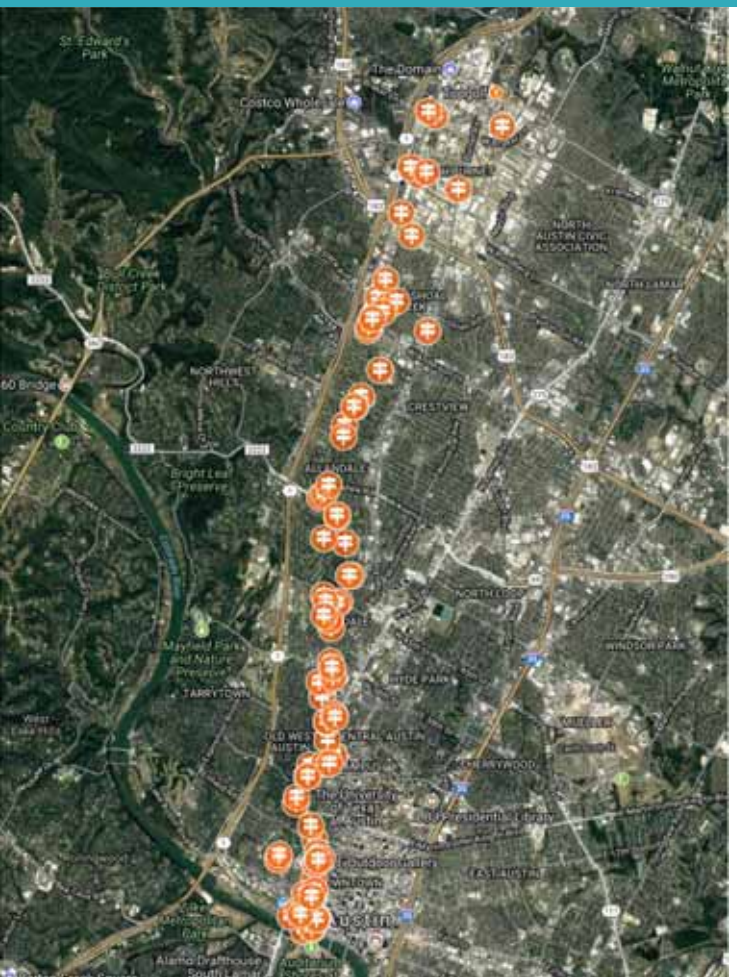
History & Culture:

- Lots of interesting urban legends and more contemporary history/stories to tell.
- Strong general interest in historic preservation, cultural preservation and telling stories.
- Interest in preserving (getting it landmarked) and re-imagining the Third Street trestle bridge as Austin's "High Line" (NYC), create an “enhanced public realm” or plaza.

Ecology:

- Much support for green infrastructure all along the trail, roadways (esp., as well as in Duncan Park along 9th Street.
- Great concern to preserve/restore wildlife habitat, planting more shade trees, grasslands/prairie.
- Many places need to address erosion, flooding and improve water quality throughout watershed.

Public Comments Takeaways of CAG/TAG/CW #1



Connectivity:

- Many suggestions for secondary trails to connect to or near the main Shoal Creek pathway, especially to/from public schools, ACC.
- Desire for dual tracks in many areas, especially Pease Park.
- Many suggestions for more underpasses dedicated to bicyclists under existing bridges.
- Lots of interest in creating new, creekside trail between 45th and Northland (adjacent to Austin Memorial Park).
- Lots of interest in creating new, creekside trail between Steck Avenue and Anderson Lane (adjacent to private, commercial properties, including KVUE).
- Lots of interest in Burnet Road connection/trails, especially to Kramer Station.

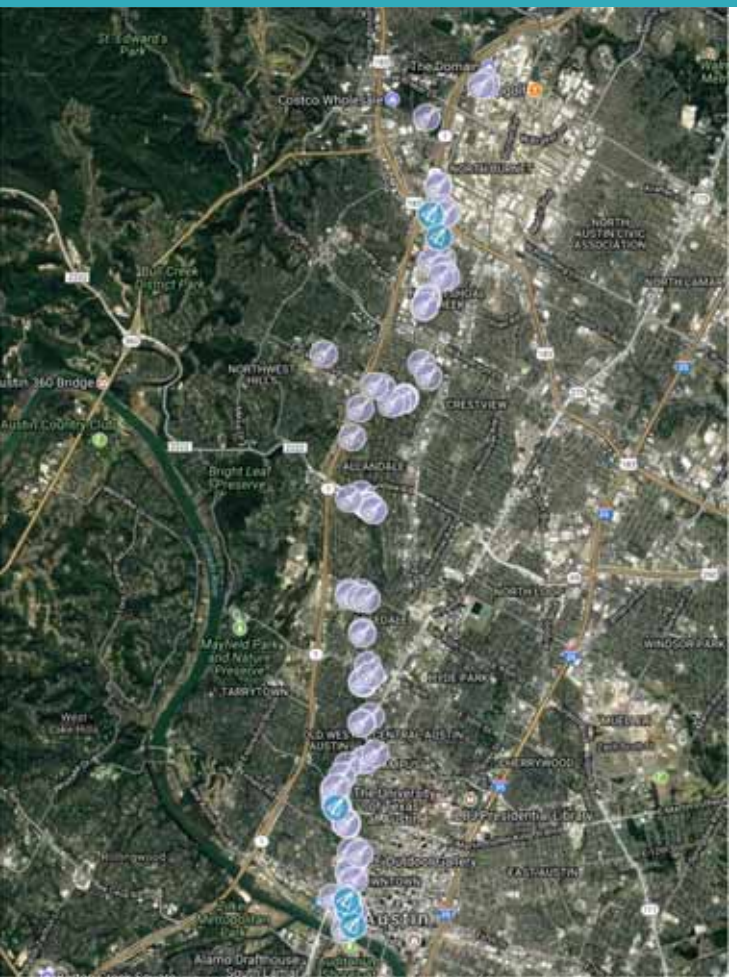
Public Comments Takeaways of CAG/TAG/CW #1



Health & Safety:

- Need protected bicycle facilities north of 38th Street - not just shared paths or just striped bicycle lanes.
- Many concerns about graffiti under bridges - mostly in Segment A (southern third of study area).
- Some concerns about homeless encampments.
- Parking along Shoal Creek Boulevard cited as safety concern for cyclists.
- Need to improve lighting under bridges, even during the day.
- Need to improve 38th St, both for cyclists (no bike facilities) and pedestrians (curbside, narrow sidewalk) is very dangerous for cycling, as 38th St is such a major east-west connector to the trail.
- Very dangerous to cross 183 for bikes and peds.

Public Comments Takeaways of CAG/TAG/CW #1



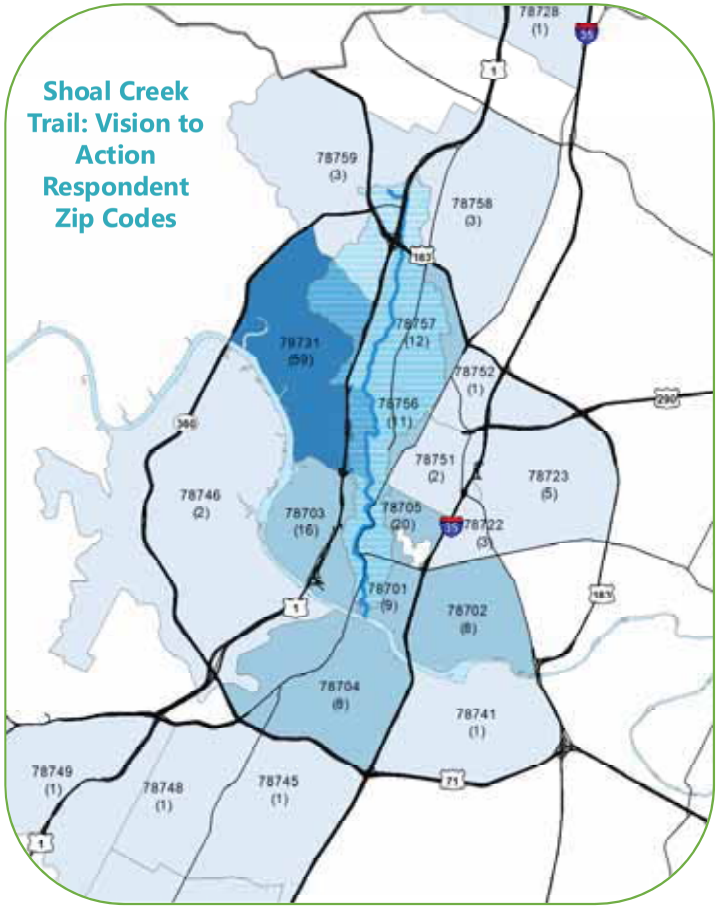
Activities:

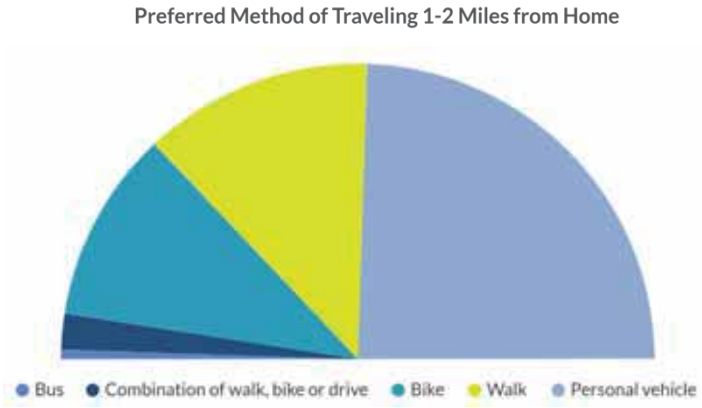
- Strong interest in ensuring that many nodes along the trail become or remain tranquil, more contemplative or refuge-like spaces. However, many areas called out for tranquil are also called out for Public Events or Organized Recreation.

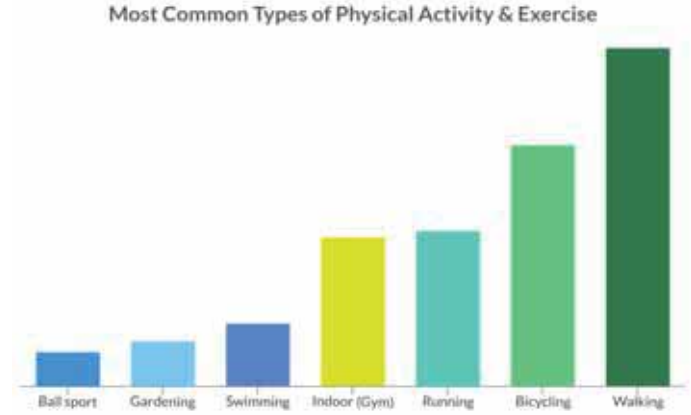
Advocacy:

- CIPs, parking benefit districts, private donations were identified.
- Promote a Adopt-a-Trail for maintenance.
- Build the Bowie Street Underpass.
- Implement the Pease Park Master Plan.
- Implement the 183 undercrossing pathways.

Initial Health Survey Results









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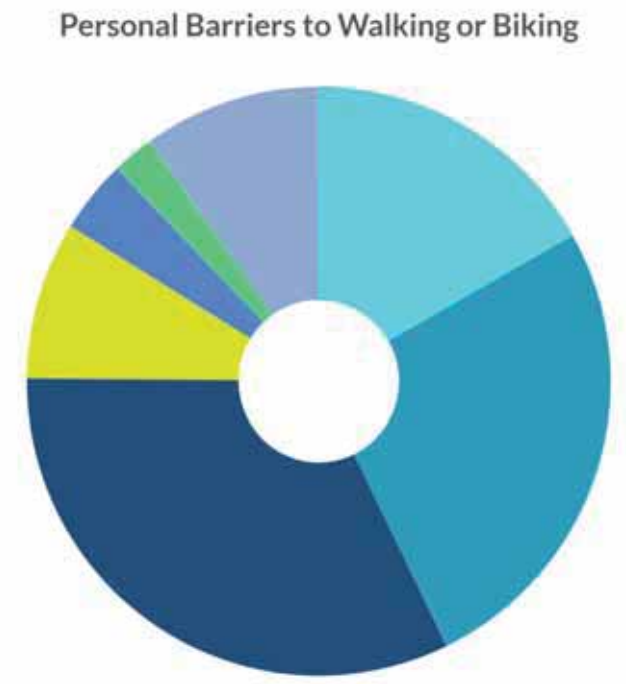

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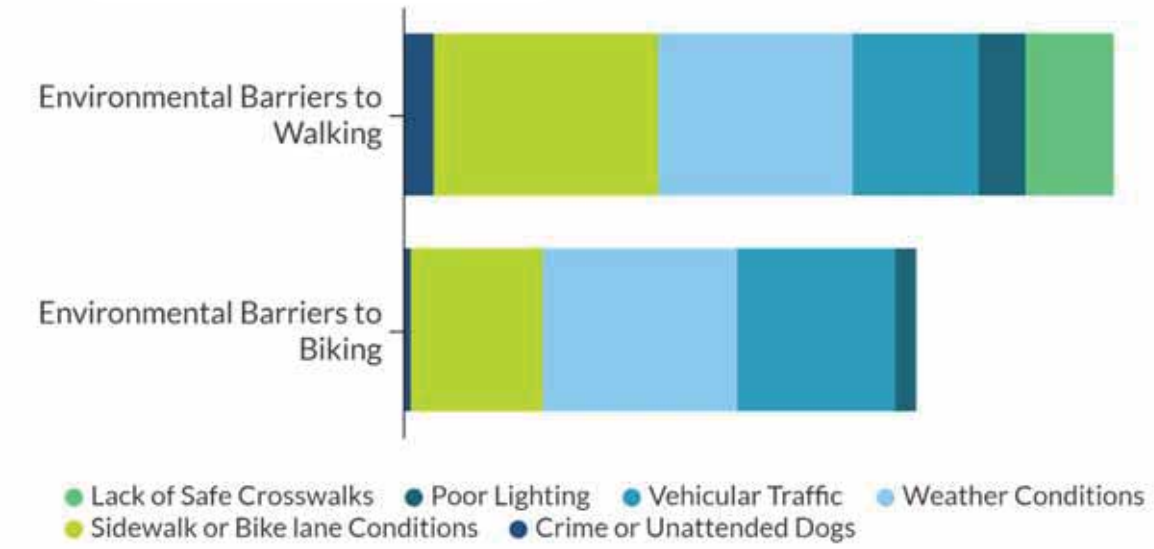

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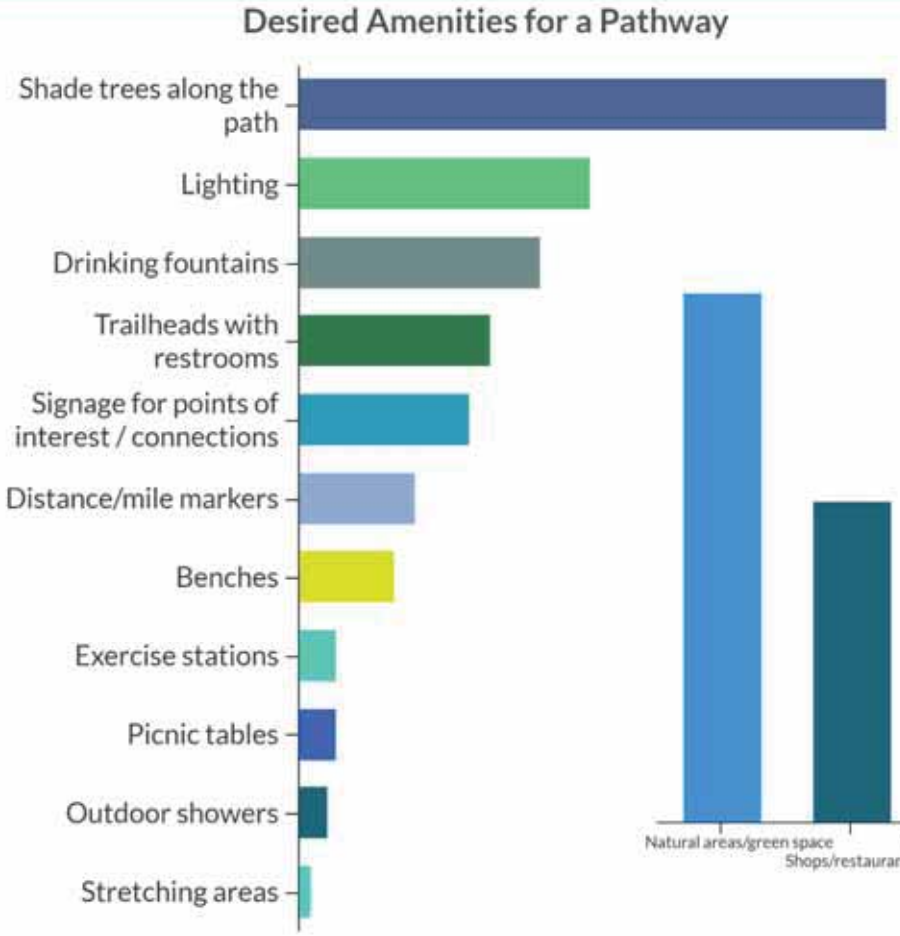

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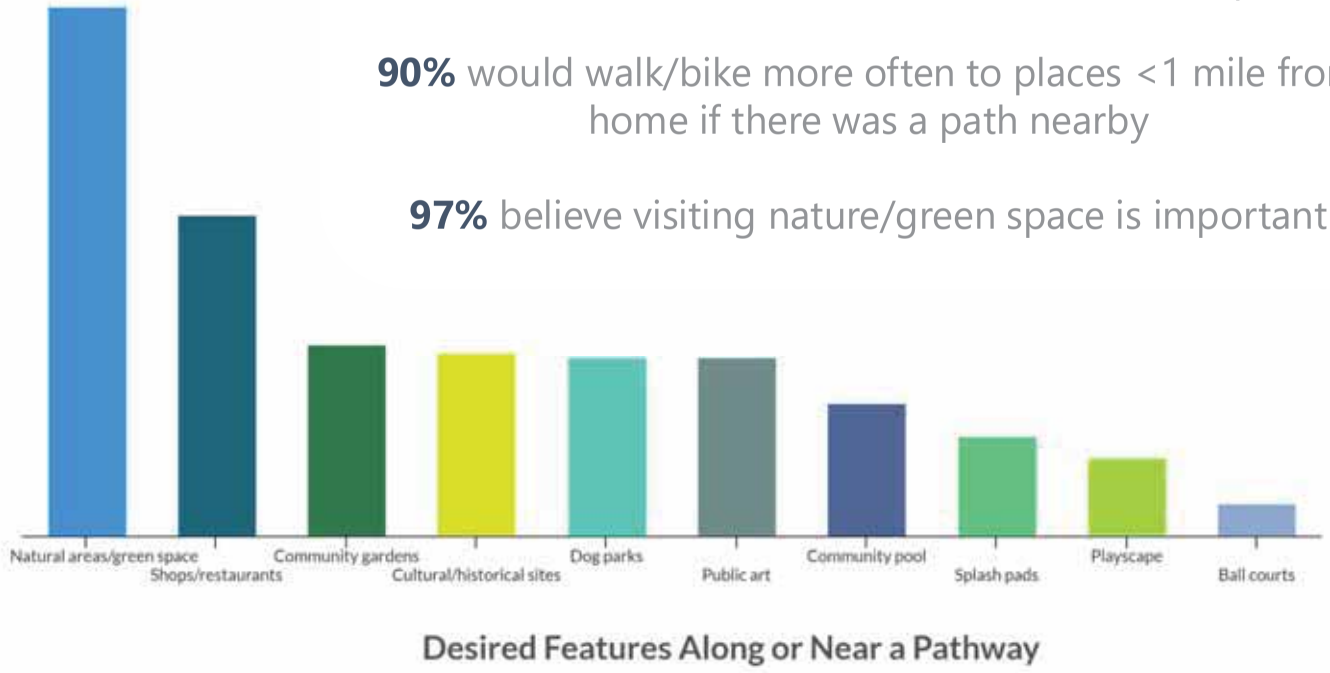
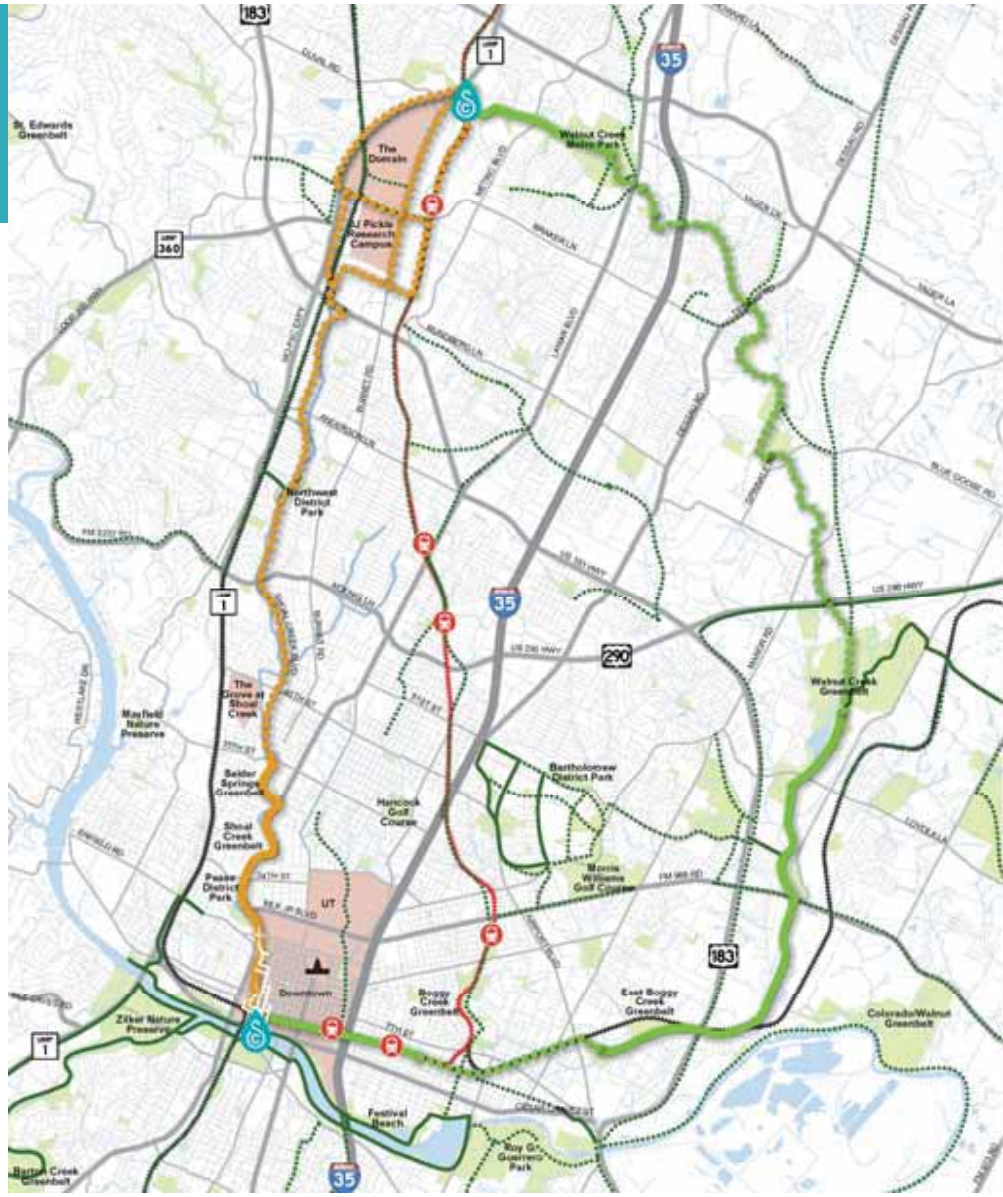


Proposed Alignment

- From the mouth of Shoal Creek to 38th Street, alignment proposes to remain along the principal pathways through Pease Park, the Shoal Creek Greenbelt and Seiders' Springs, with improvements.
- From 38th to 183, the alignment proposes Shoal Creek Blvd, with improvements.
- From 183 to the Walnut Creek Trail, the alignment proposes a number of potential routes to be explored.



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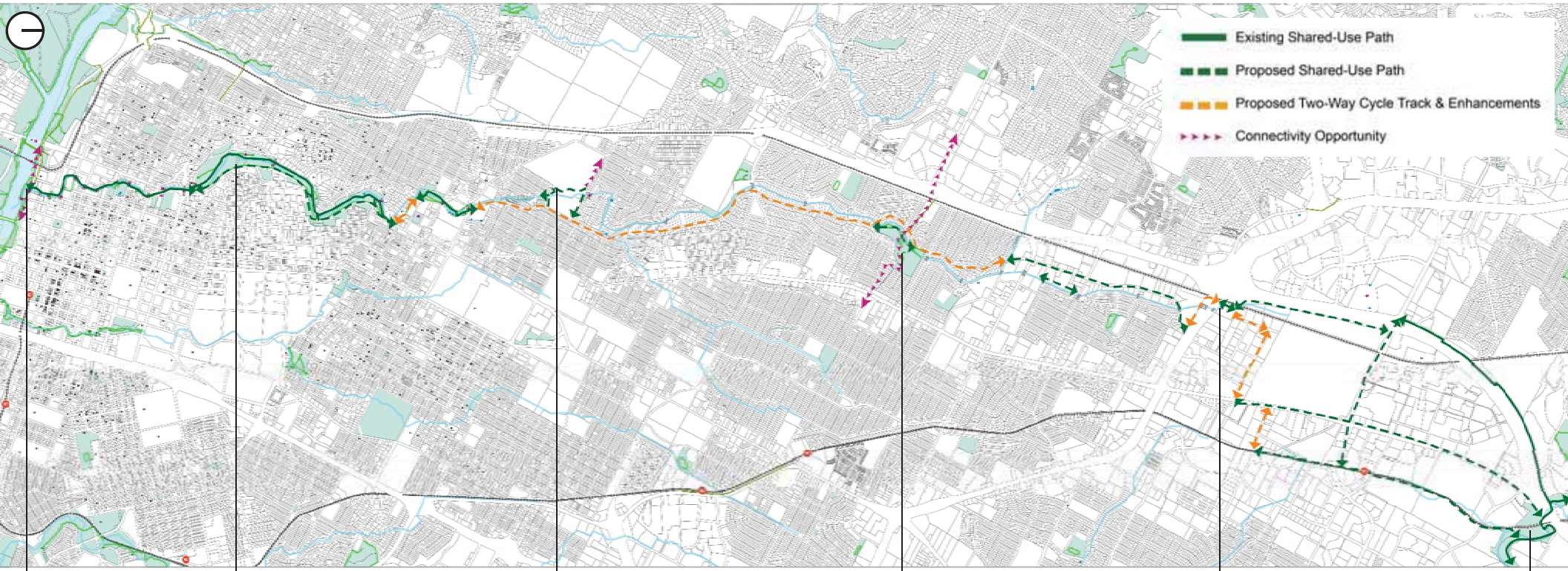

Technical Advisory Group (TAG) Role:

- **Represent your organization by providing critical feedback at project milestones,**
- **Help us identify other groups that should be involved, and**
- **Help us identify relevant plans, policies, and projects in the watershed.**

www.shoalcreekconservancy.org/trailplan/






Technical Advisory Group (TAG) meeting #2



Mike Sexton of CTRMA discusses the 183 & MoPac connection with Nathan Wilkes of the City's Active Transportation Program.



The TAG reviewed the proposed alignment and offered technical and funding expertise.

ORGANIZATIONS:
Austin Independent School District
Austin Public Library
Austin Police Department
University of Texas Austin
CapMetro
CTRMA

CITY OF AUSTIN DEPARTMENTS:
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Community Advisory Group (CAG) Role:

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- **Help us identify other groups that should be involved,**
- **Invite your networks to get involved and attend the community meetings**

www.shoalcreekconservancy.org/trailplan/






Community Advisory Group (CAG) meeting #2



The CAG reviewed details of the proposed alignment.



The CAG gave feedback on the alignment and goals.



CAG: Goals for one of the Focus Areas

Community Workshop #2



Over 100 people attended the second Community Workshop.

Community Workshop #2



Attendees took the health survey and saw the initial results.

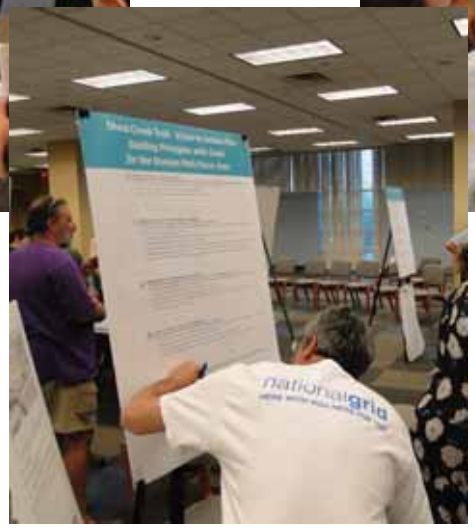


Attendees comment on the initial conceptual alignment of the pathway.

Community Workshop #2









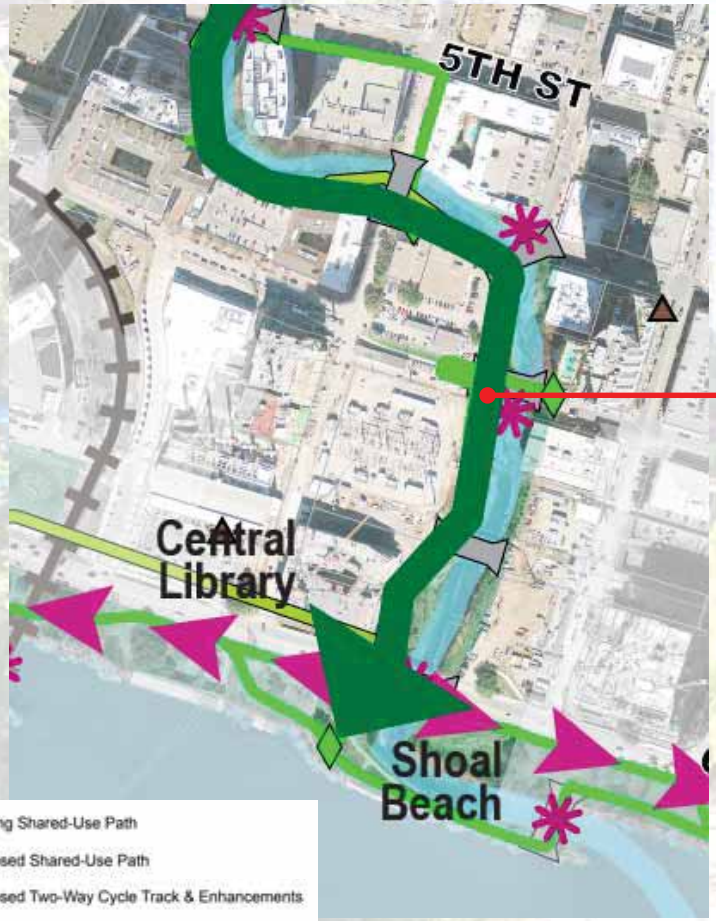
Participants contributed to the goals and plans of the four Focus Areas.

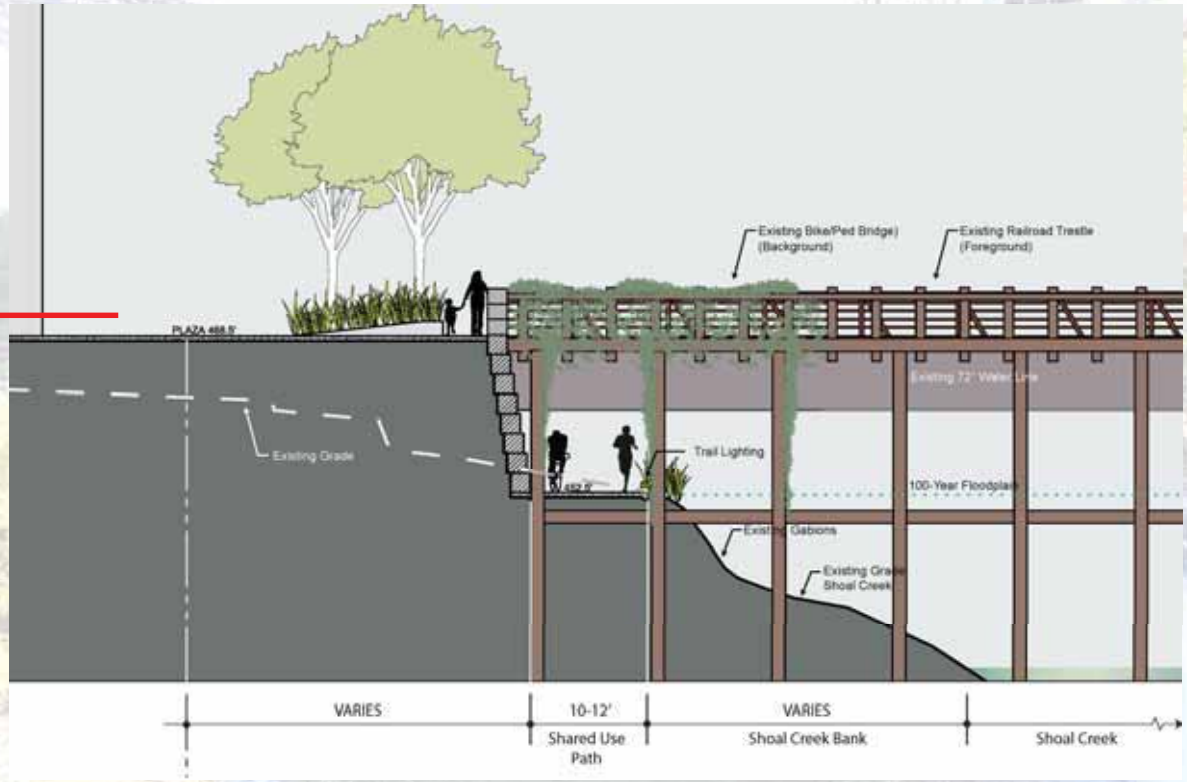
cypress & shoal focus area

- The Cypress and Shoal area, which encompasses Shoal Beach up to 5th Street, is currently experiencing a construction boom that will affect the pathway.
- The landscaping for the new Central Library, as well as the Independent condos, provide opportunities to improve the former trails in this area.
- The 3rd Street Railroad Trestle and adjacent streetscapes are an opportunity to create a connected public plaza.

Photo: Patrick Wong

cypress & shoal focus area





- Existing Shared-Use Path
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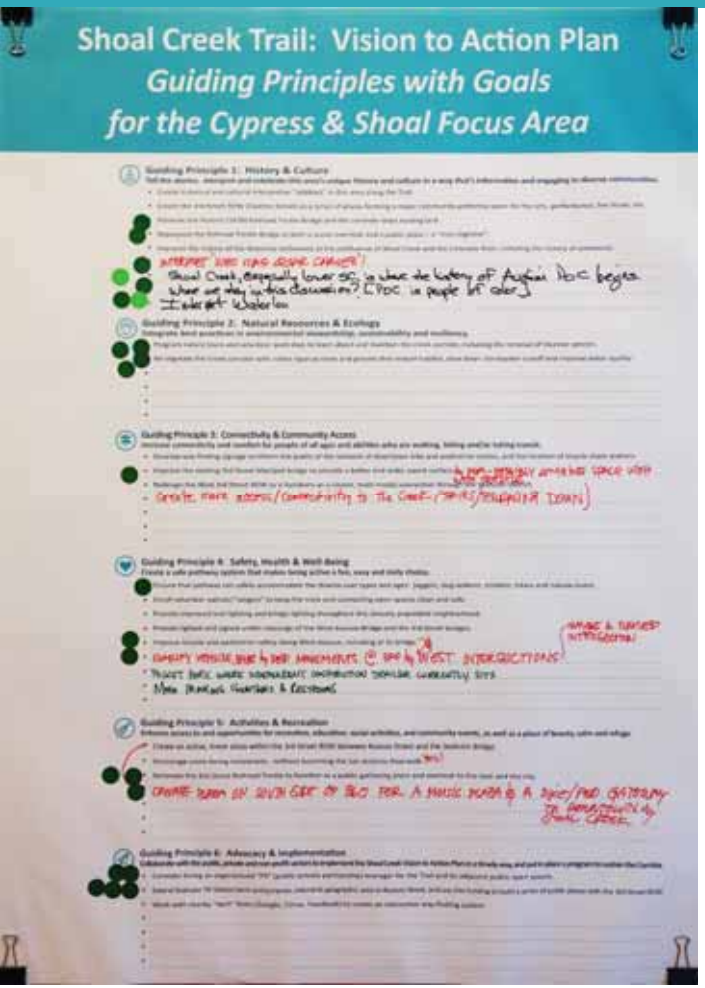
- Connectivity Opportunity

cypress & shoal focus area



Top Focus Area Goals:

- Preserve and repurpose the historic (1876) Railroad Trestle Bridge.
- Interpret the history of Cesar Chavez, of Waterloo, and of Austin's People of Color.
- Program nature tours and volunteer work days to learn about and maintain the creek corridor.
- Re-vegetate the Creek corridor with native riparian trees and grasses.
- Improve the 3rd Street Bridge to provide a better and wider paved surface and ADA accessibility; combine space with trestle.
- Ensure that the pathway can safely accommodate diverse user types and ages.
- Improve bicycle and pedestrian safety along West Avenue, including at its bridge and at the 3rd and West Intersection using a raised intersection.
- Consider hiring an experienced manager for the area.
- 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 for music and as a gateway to downtown/Shoal Creek within the 3rd Street ROW.

cypress & shoal focus area





Workshop participants engage in discussions surrounding the developments occurring at the mouth of Shoal Creek.

duncan park focus area

- **Duncan Park is currently in the planning phase, where it proposes a new crossing to be built under 9th Street.**
- **The 5th to 15th Street Preliminary Engineering Report proposes improvements for ADA accessibility within this portion of the pathway.**

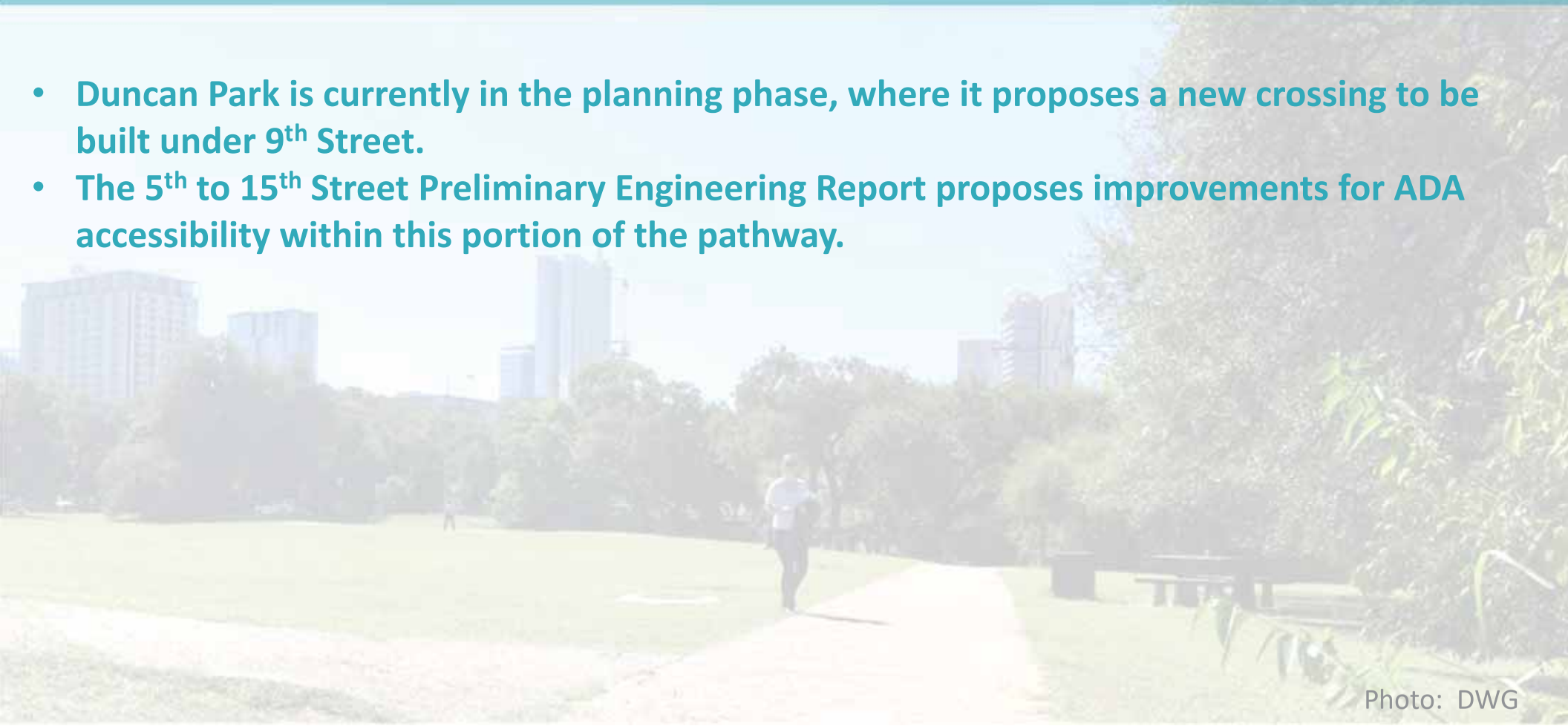


Photo: DWG

duncan park focus area

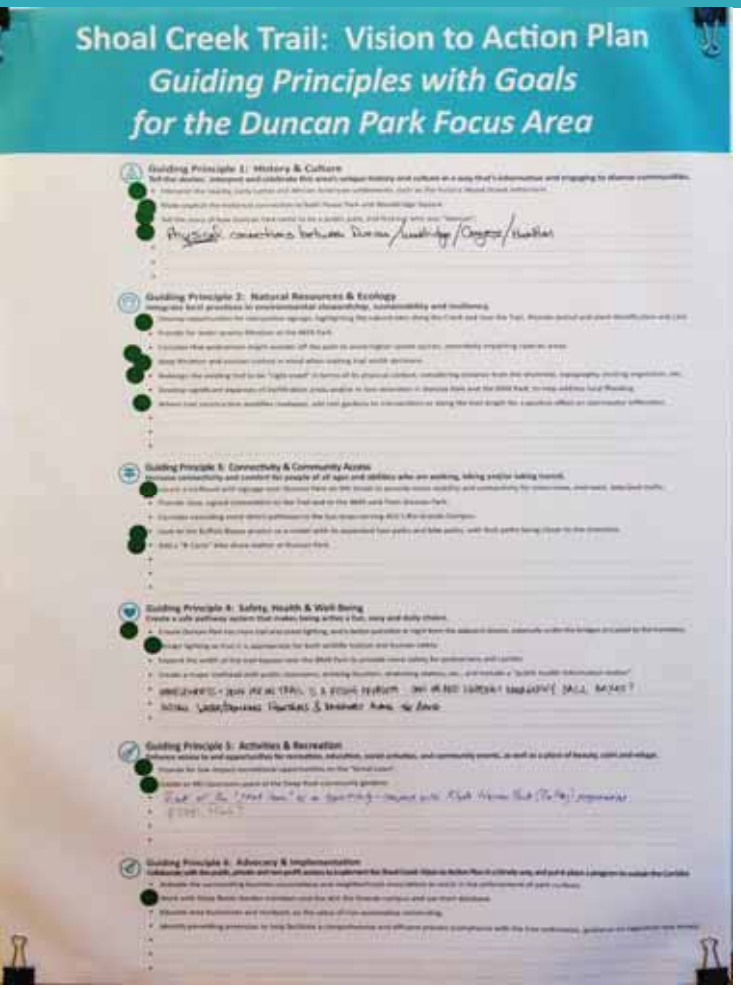




Existing Shared-Use Path
Proposed Shared-Use Path
Proposed Two-Way Cycle Track & Enhancements
Connectivity Opportunity

Plan: DWG

duncan park focus area



Top Focus Area Goals:

- Interpret the nearby, early Latino and African American settlements, such as the historic Wood Street settlement.
- Make explicit the historical connection to Pease Park and Wooldridge Square.
- Tell the story of how Duncan Park came to be a public park, and of "Duncan" himself.
- Make physical connections between Duncan, Wooldridge, Congress and Hamilton.
- Develop opportunities for interpretive signage, highlighting the natural sites.
- Provide animal and plant identification and care.
- Consider that pedestrians wander off-path to avoid cyclists, impacting riparian areas.
- Keep filtration and erosion control in mind regarding trail width decisions.
- Redesign the existing trail to be "right-sized" in terms of its physical context.
- Add rain gardens to intersections or along the trail length.
- Locate a trailhead with signage near Duncan Park on 9th Street.
- 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.
- Ensure Duncan Park has more trail and street lighting, and is better patrolled at night.
- Design lighting for both wildlife habitat and human safety.
- Provide for low-impact recreational opportunities on the "Great Lawn".
- Create an REI classroom space at the Deep Root community gardens.
- Work with Deep Roots Garden and ACC Rio Grande, and use their database.

duncan park focus area

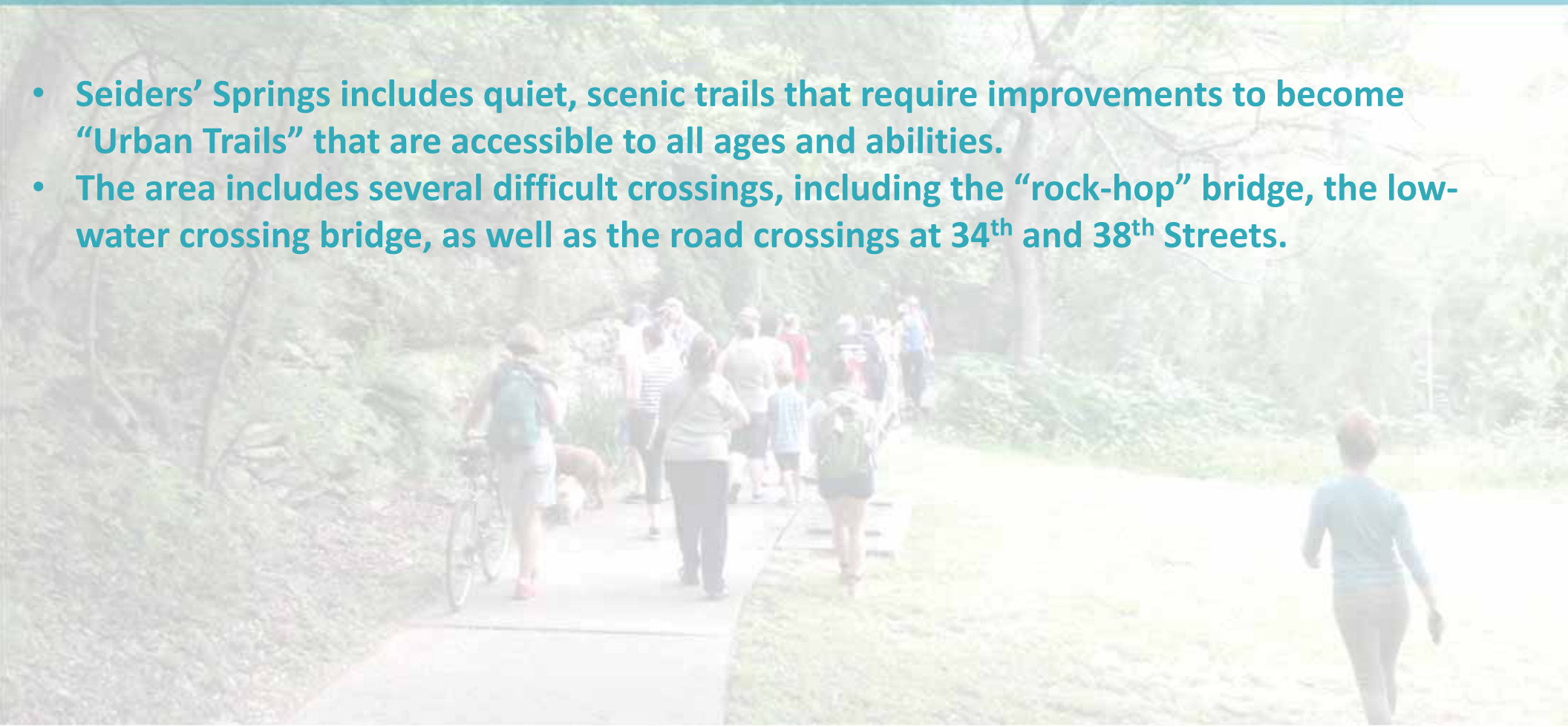




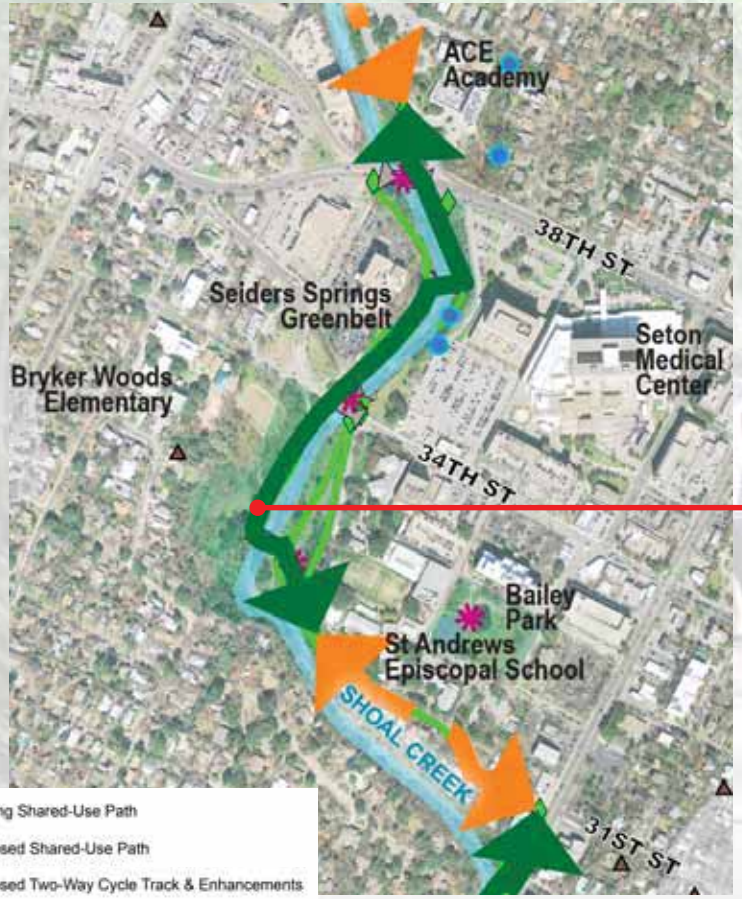
Workshop participants engage in discussions surrounding the Duncan Park portion of Shoal Creek.

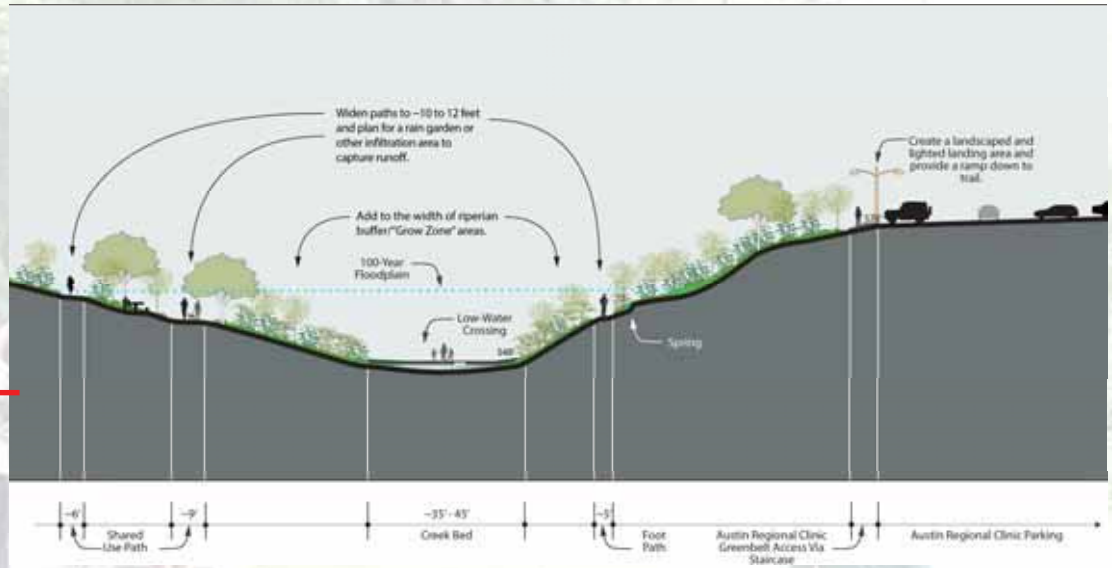
seiders' spring focus area

- Seiders' Springs includes quiet, scenic trails that require improvements to become "Urban Trails" that are accessible to all ages and abilities.
- The area includes several difficult crossings, including the "rock-hop" bridge, the low-water crossing bridge, as well as the road crossings at 34th and 38th Streets.



seiders' spring focus area





seiders' springs focus area

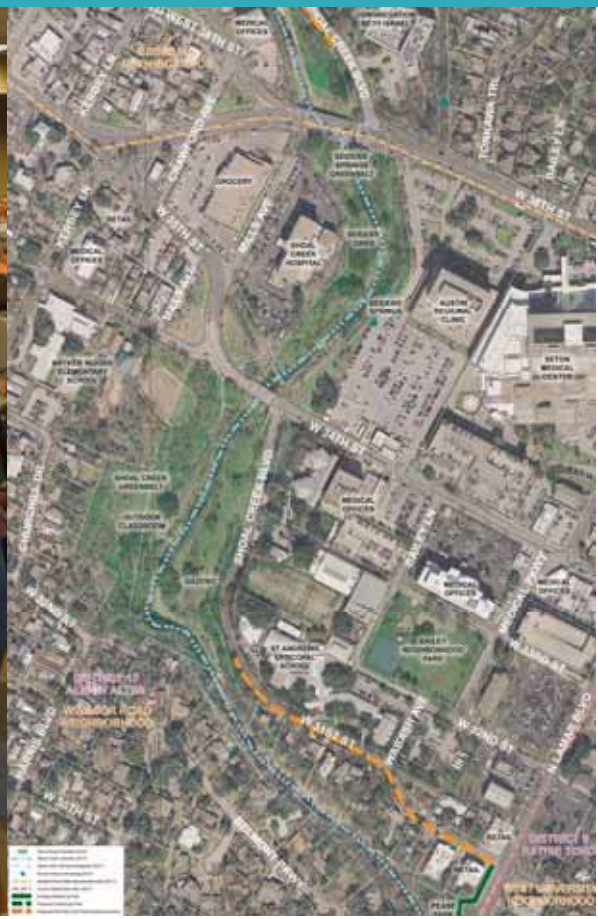


Top Focus Areas Goals:

- 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.
- Provide a safer pedestrian and bicycle crossing of both 38th and 34th streets, such as a speed table with a pedestrian hybrid beacon.
- 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.
- Improve the Gazebo and its site to provide facilities to allow for revenue-generating small events, such as birthday parties, family reunions, etc.
- 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.

seiders' springs focus area





Workshop participants engage in discussions surrounding the Seiders' Springs focus area.

183 & MoPac focus area

- CTRMA proposes improving the crossing at 183 to connect to the water retention area that includes the soccer fields.
- There are two pathway options to connect through to Walnut Creek from here: crossing under the Union Pacific railroad to reach the paths along MoPac and Lake Fail, or taking Neils Thompson Drive and Longhorn Boulevard to reach the proposed pathway along Burnet Road or the Capital Metro “Rail-with-Trail”.

183 & MoPac focus area

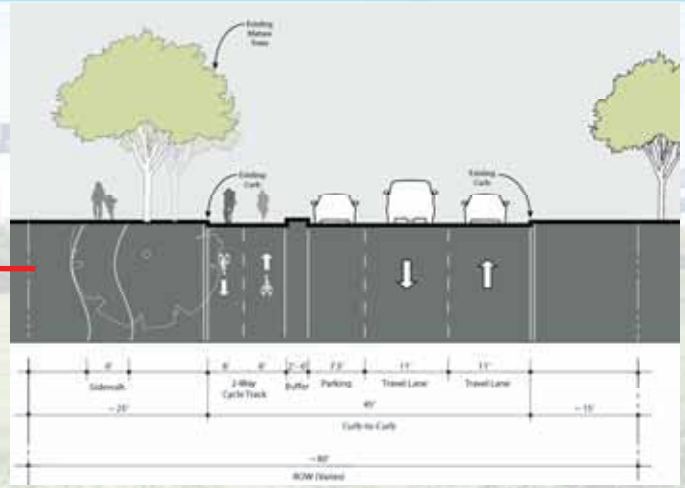


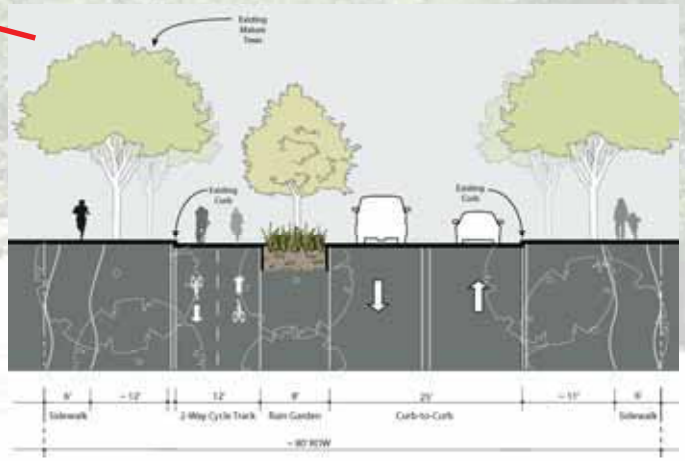
Existing Shared-Use Path

Proposed Shared-Use Path

Proposed Two-Way Cycle Track & Enhancements

Connectivity Opportunity





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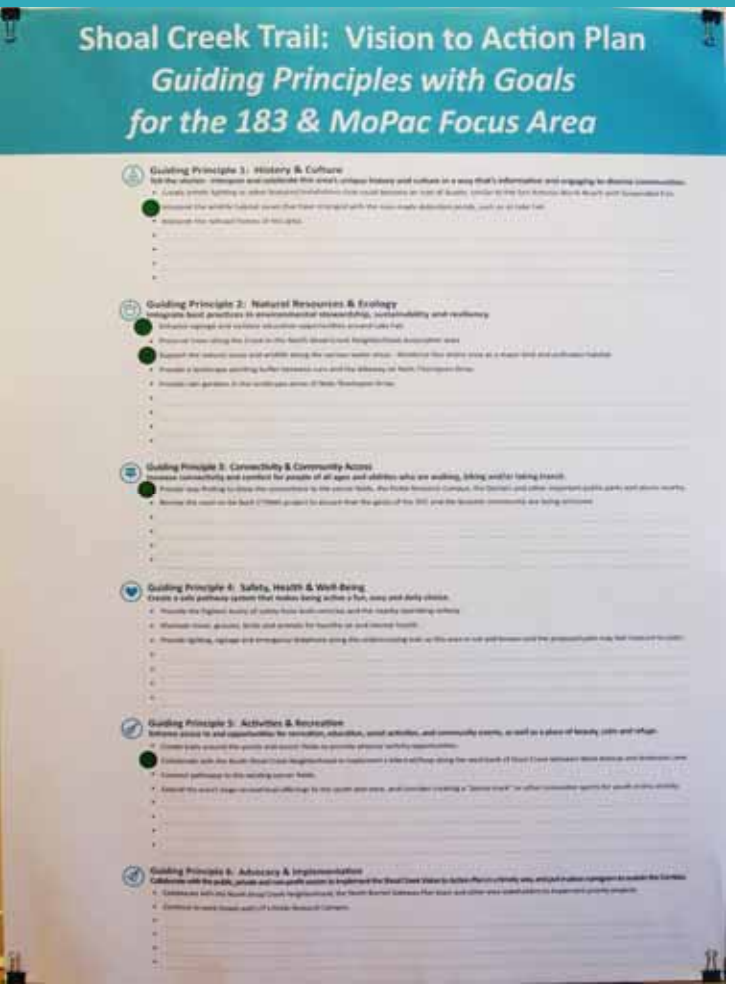


Top Focus Area Goals:

- Interpret the wildlife habitat zones that have emerged with the man-made detention ponds, such as at Lake Fail.
- Enhance signage and outdoor education opportunities around Lake Fail.
- Support the natural areas and wildlife along the various water areas. Reinforce this entire area as a major bird and pollinator habitat.
- 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.
- 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.

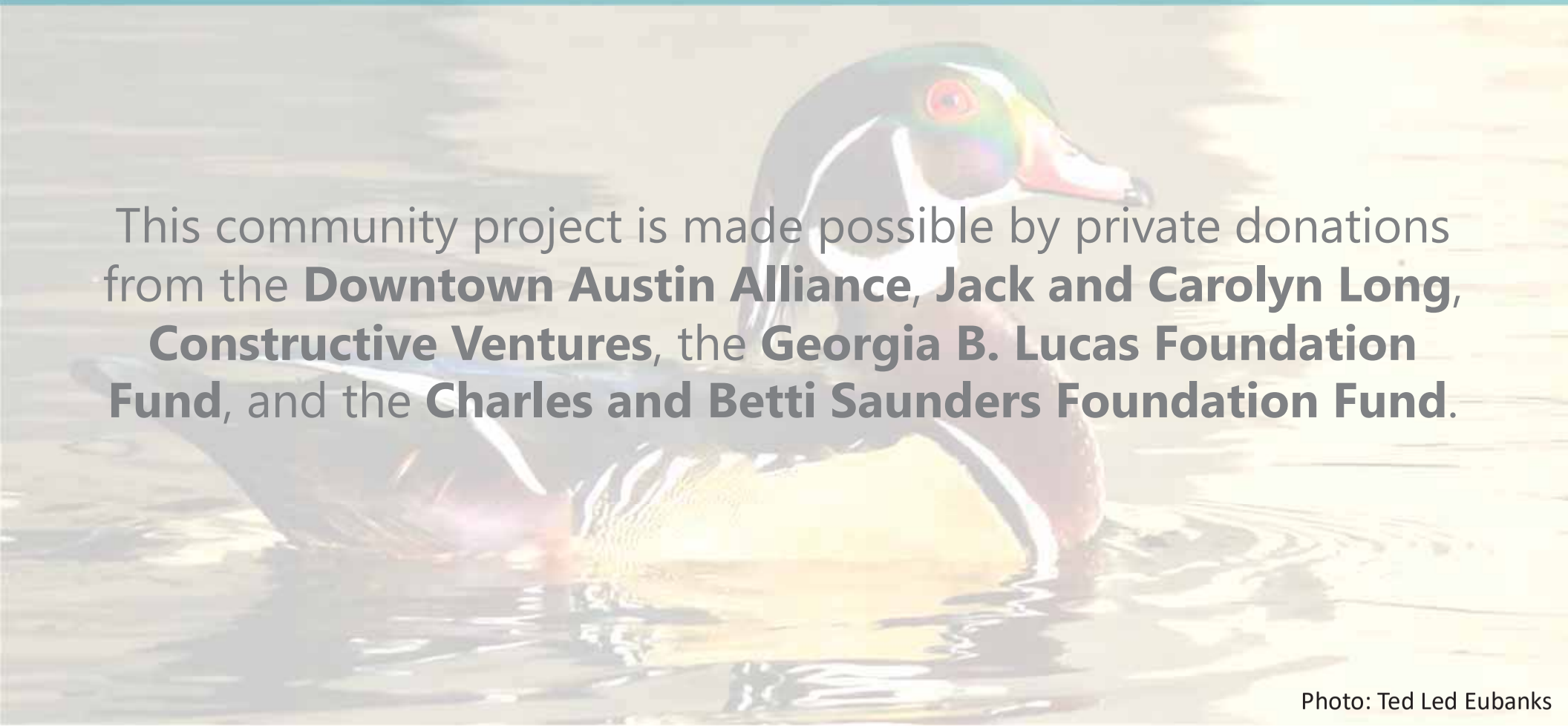
183 & MoPac focus area





Workshop participants engage in discussions surrounding the 183 and MoPac part of Shoal Creek.

thank you, and see you next on Wednesday, November 15th 6pm at Rock Rose Hall for Community Workshop #3

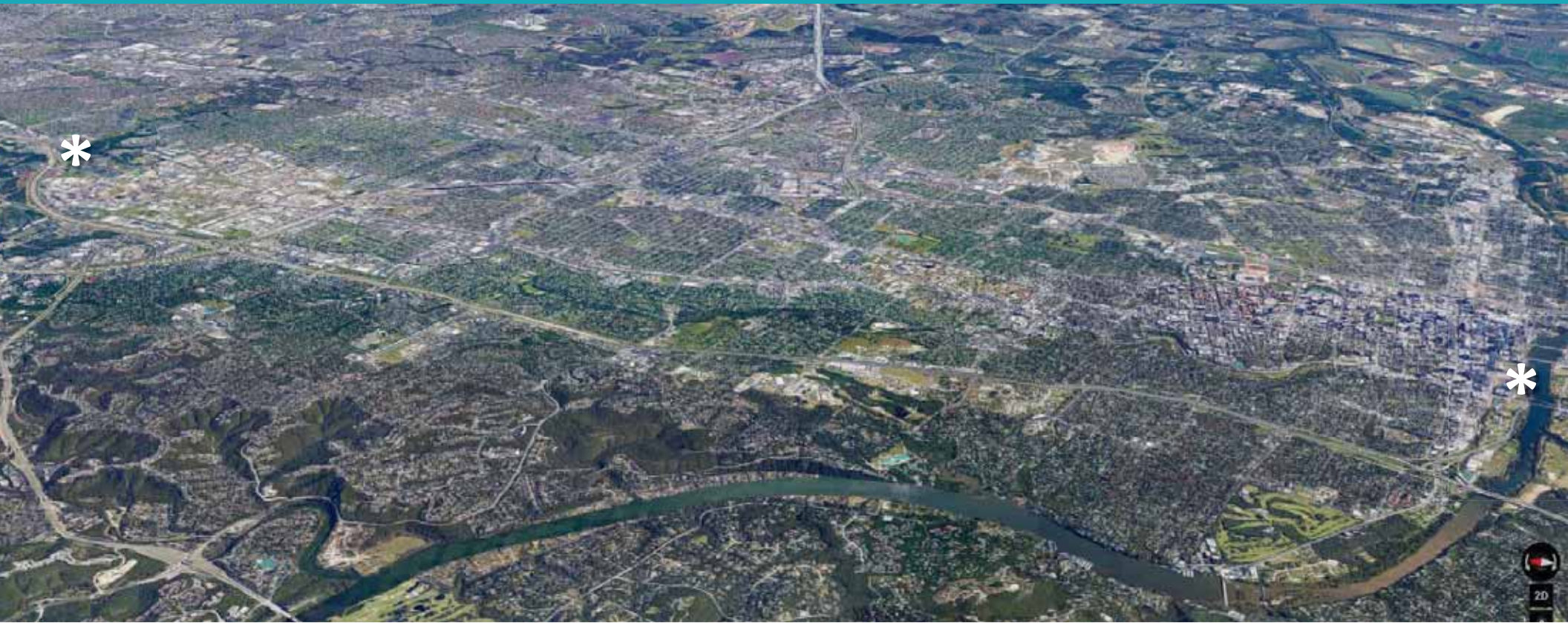


This community project is made possible by private donations from the **Downtown Austin Alliance**, **Jack and Carolyn Long**, **Constructive Ventures**, the **Georgia B. Lucas Foundation Fund**, and the **Charles and Betti Saunders Foundation Fund**.

Photo: Ted Led Eubanks

Shoal Creek Trail: Vision to Action Plan
Summary of CAG/TAG/Community Workshop #3

November 1 – November 15, 2017



SHOAL CREEK CONSERVANCY

SIGLO GROUP

mas mccann adams studio

project timeline: spring 2017 to spring 2018

TAG MEETINGS

- June 7, 2017
- August 30, 2017
- November 1, 2017

CAG MEETINGS

- June 14, 2017
- September 6, 2017
- November 8, 2017

COMMUNITY WORKSHOPS

- June 21, 2017
- September 13, 2017
- November 15, 2017

Final Draft Plan completed – January/February 2018

www.shoalcreekconservancy.org/trailplan/

Thank You:

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- Printer: Dynamic Reprographics

Consultant Team & Project Partners:





City of Austin

Shoal Creek Conservancy

Consultant Team: McCann Adams Studio & Siglo Group

Historical & Cultural Interpreter: Ted Eubanks, Fermata Inc.

Community Advisory & Technical Advisory Group Members





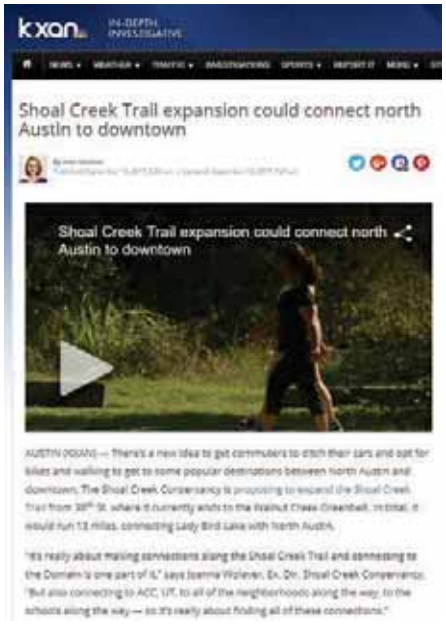


coverage of the process so far:











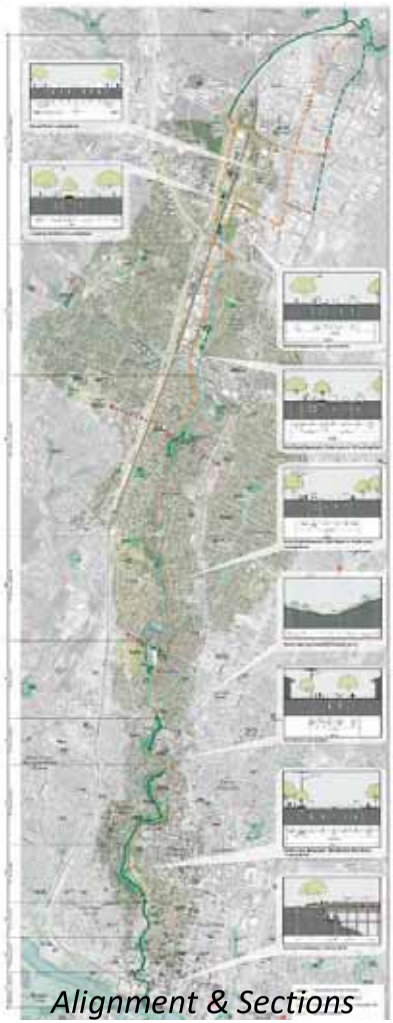
Shoal Creek Trail: Vision to Action Plan

The Goal: Create a master plan for improving, connecting and extending the Shoal Creek Trail for education, recreation, transportation in a way that builds on its natural and historic character.

Once completed, the Shoal Creek Trail will tie into a trail loop around the city, 30 miles in length, that will connect east, west north and central Austin.



The Big Loop



Alignment & Sections

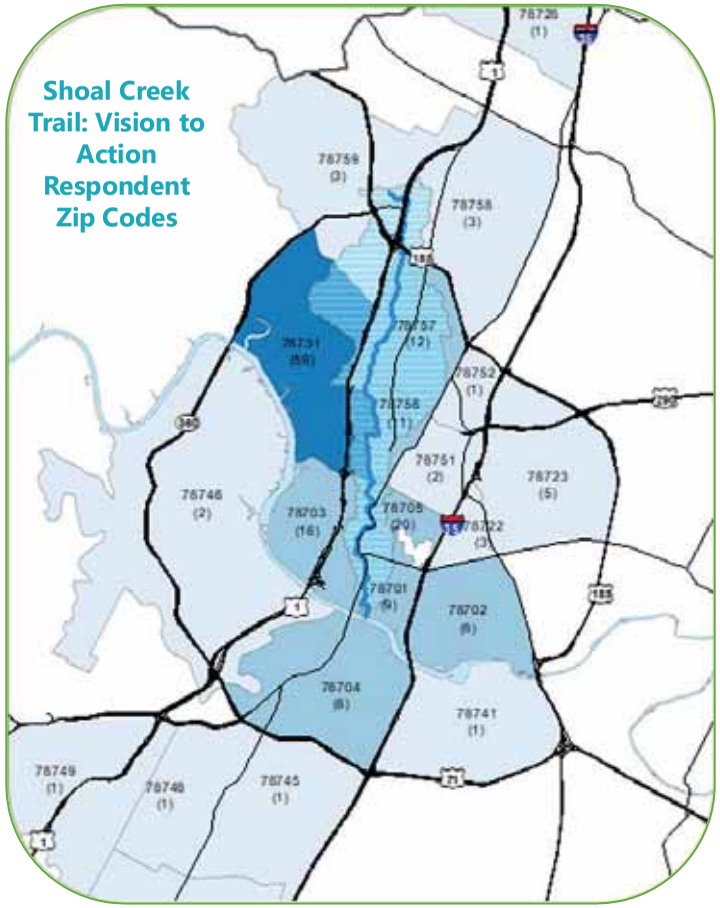
the purpose of this 3rd round of meetings was to:

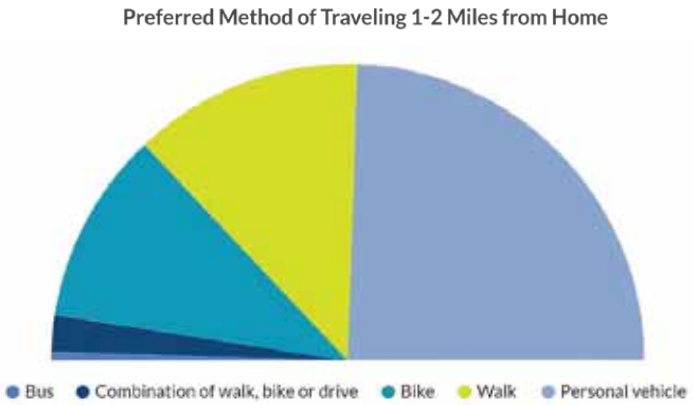
- **Identify individual, high-priority projects or segments on/along the main, 13-mile pathway;**
- **Rank projects to develop project phasing; and**
- **Finalize overall project recommendations and prepare for formal public review and City Council adoption (anticipated January - March 2018).**

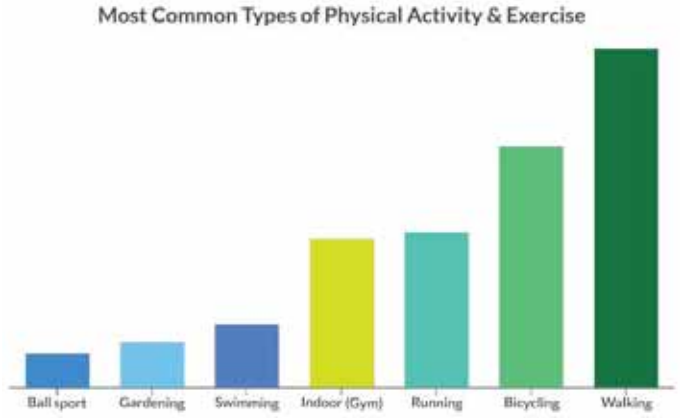





Initial Health Survey Results:
167 Respondents as of September 2017









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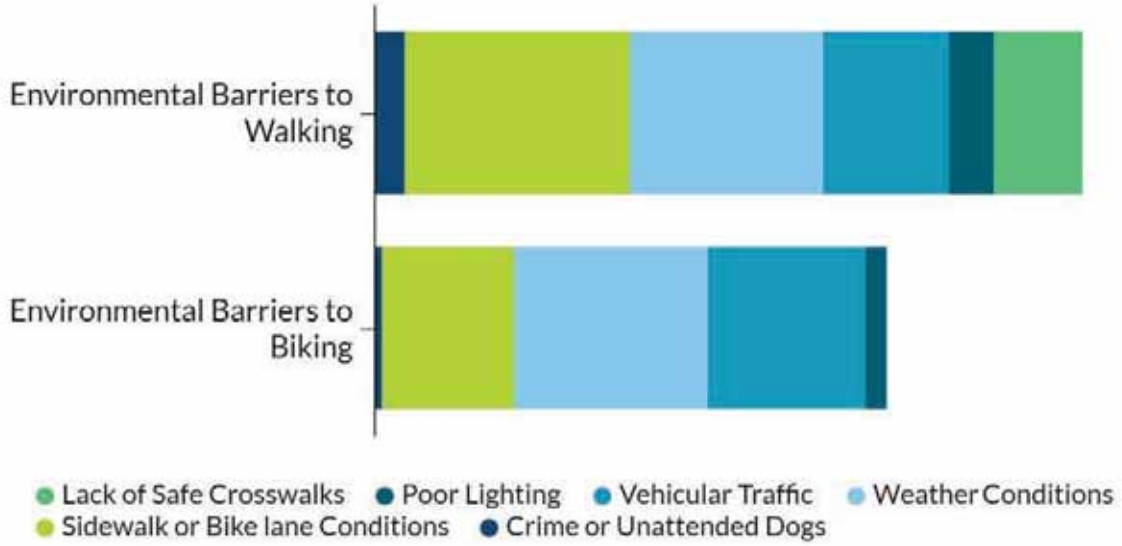

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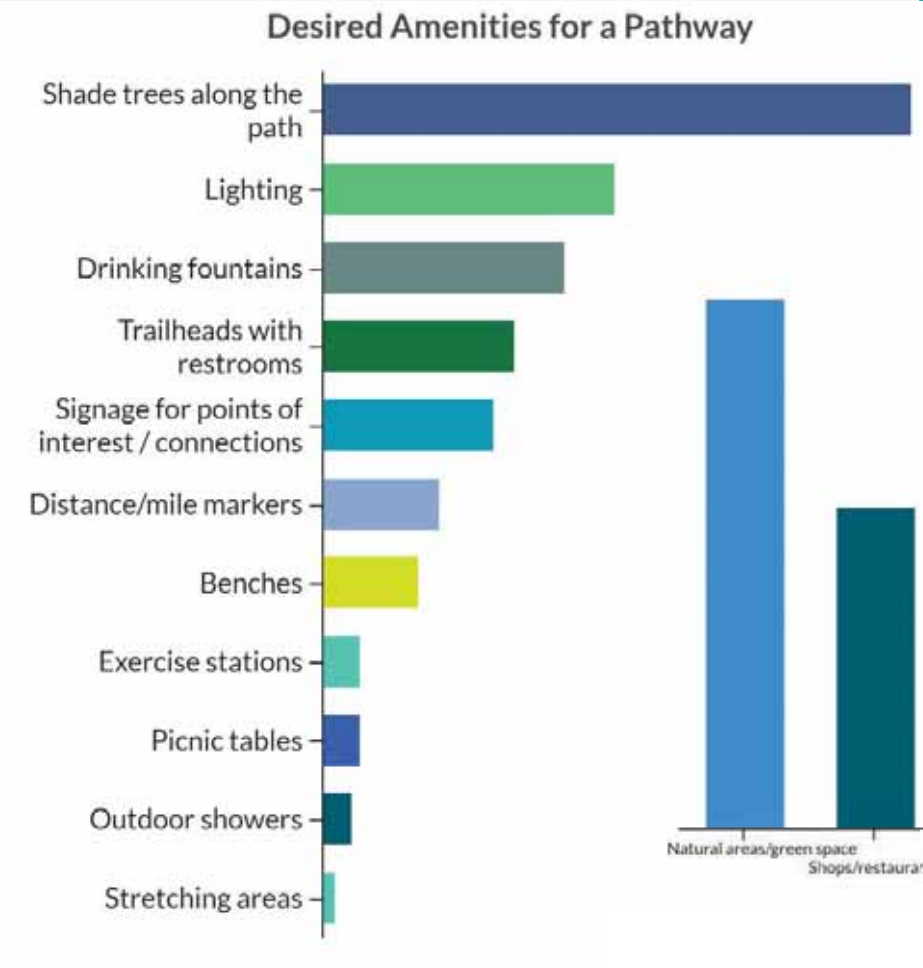

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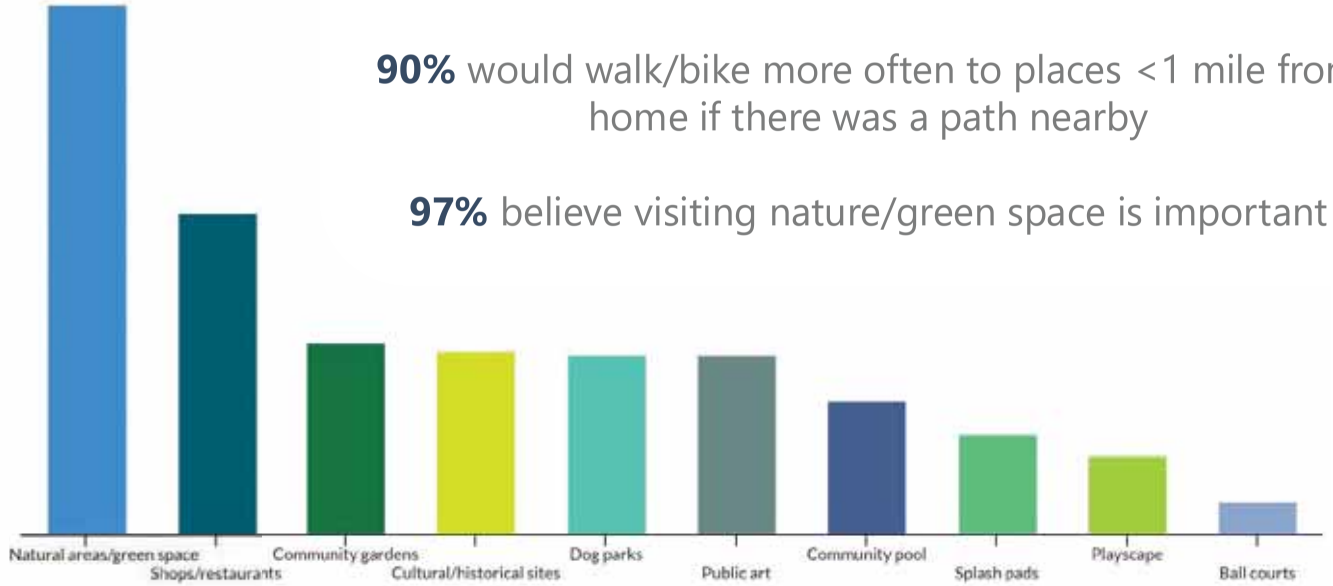

Desired Features Along or Near a Pathway

Technical Advisory Group (TAG) Role:

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- **Help us identify other groups that should be involved, and**
- **Help us identify relevant plans, policies, and projects in the watershed.**

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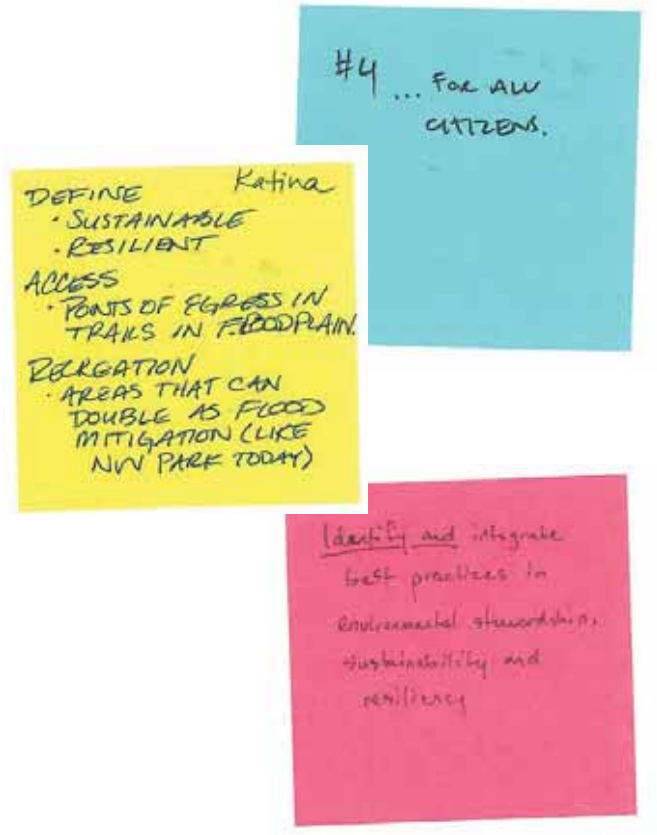
Technical Advisory Group (TAG) meeting #1



Janae Spence put together the dynamic 30 member TAG



TAG Meeting #1: Guiding Principles Exercise 6/7/17

ORGANIZATIONS:
Austin Independent School District
Austin Public Library
Austin Police Department
University of Texas Austin
CapMetro
CTRMA

CITY OF AUSTIN DEPARTMENTS:
Public Works
Watershed Protection
Planning Development & Review
Public health
Parks & Recreation
Austin Energy
Economic Development
Development Services
Austin Water
Office of Sustainability
Planning and Zoning
Transportation

Technical Advisory Group (TAG) meeting #2



Mike Sexton of CTRMA discusses the 183 & MoPac connection with Nathan Wilkes of the City's Active Transportation Program.



The TAG reviewed the proposed alignment and offered technical and funding expertise.

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Technical Advisory Group (TAG) meeting #3




Shoal Creek Trail Vision to Action Plan

Unit Cost Estimate Assumptions

ORGANIZATIONS:
Austin Independent School District
Austin Public Library
Austin Police Department
University of Texas Austin
CapMetro
CTRMA

CITY OF AUSTIN DEPARTMENTS:
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Austin Energy
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Austin Water
Office of Sustainability
Planning and Zoning
Transportation

The TAG reviewed the initial cost estimates and sustainable landscape guidelines, and offered technical and funding expertise.

Community Advisory Group (CAG) Role:

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www.shoalcreekconservancy.org/trailplan/






Community Advisory Group (CAG) meeting #1





CAG Meeting #1 Photos 6/14/17

oasis	artery	alive
respite	biking	bikes
potential	connectivity	tranquil
nice walk	discover	flooding
value/valuable	ecosystems services	flooding education
sweat	safe passage	fossils
transportation	test rides	gift
urban-wildlife	scottie	relax
green spine	sacred	Revitalizing
heritage	access	youth
connectivity	Eeyore's	home
hidden	bikeway	generosity
beauty	jogging	natural areas
shade	history	education
connectivity	enjoyable education	transportation
emerald necklace	opportunity	recreation
community	happiness	butterflies

CAG: One Word Association Exercise

Community Advisory Group (CAG) meeting #2



The CAG reviewed details of the proposed alignment.



The CAG gave feedback on the alignment and goals.



CAG: Goals for one of the Focus Areas

Community Advisory Group (CAG) meeting #3



The CAG identified which priority projects were most important.



CAG: Priorities along the alignment

ORGANIZATIONS:

Allandale Neighborhood Association
Aspen Heights (The Independent)
Austin B-cycle
Austin Community College
Austin Metro Trails and Greenways
Austin Parks Foundation
Austin Ridge Riders
Austin Youth River Watch
Balcones Resource Inc.
Bicycle Sport Shop
Bike Austin
Brentwood Neighborhood Association
Brentwood Neighborhood Planning Area
Butler Family Interests
Cajas Digital Agency and Hispanic Chamber of Commerce
Chamber of Commerce
Cielo (3rd and Shoal Creek)
Cirrus Logic
Congregation Beth Israel
Council Member Alter's Office
Council Member Leslie Pool's Office
Council Member Tovo's Office
Crestview Commons
Crestview Neighborhood Association
Crestview Neighborhood Planning Area
Doucet and Associates, Inc.
Downtown Austin Alliance
Downtown Austin Neighborhood Association
ECHO
Endeavor
Evolve Austin Partners
Families in Nature
Fermata, Inc.
Friends of Judges Hill Neighborhood
Google
GSD&M
Halff Associates
Headwaters School
Highland Neighborhood Association
Highland Neighborhood Planning Area
Highland Park/ West Balcones Neighborhood Association
Hill Country Conservancy
Lamar Middle School
Long Family
Meadows Center for Water and the Environment
North Shoal Creek Neighborhood Association
Old Austin Neighborhood Association
Old West Austin Neighborhood Association (OWANA)
REI
Pease Park Conservancy
Pemberton Heights Neighborhood Association
Real Estate Council of Austin
Ridgelea Neighborhood Association
SOC Historic Bridges Committee
Seton Hospital
Shoal Creek Saloon
Sierra Club
Silicon Labs
Spring Condos
Texas Archives Commission, Library Commission
The Trail Foundation
Travis Audubon
Travis County Historical Commission
Tree Folks
UT Pickle Research Center
UT, Real Estate Office
UT, Sustainability Office
Walker Partners
Waller Creek Conservancy

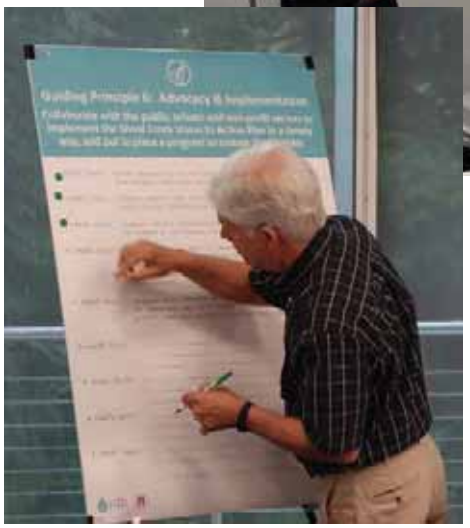
Community Workshop #1





Participants shared feedback at the Six Guiding Principles Break-Out Tables.



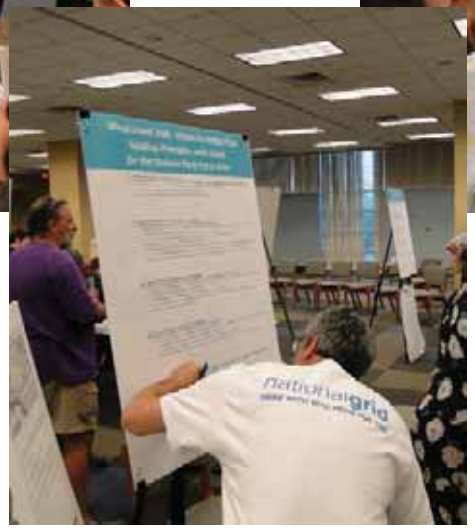


Participants prioritize Goals under each of the Six Guiding Principles.

Community Workshop #2









Participants contributed to the goals and plans of the four Focus Areas.

Community Workshop #3









Participants voted for the Priority Projects they felt were most important.

23 candidates for priority projects within segments A, B, C

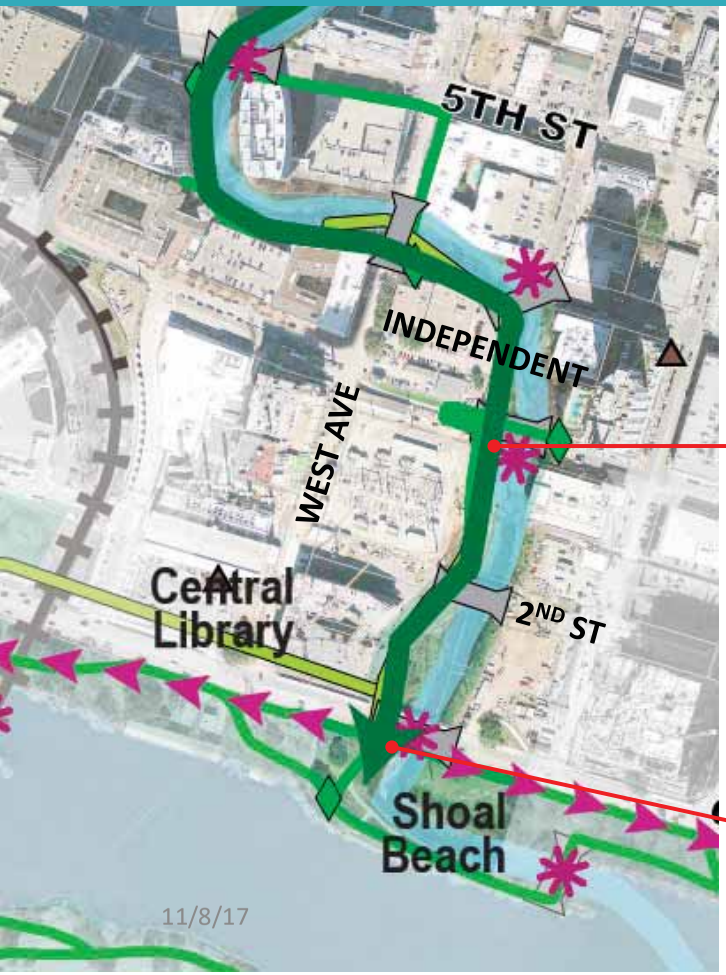
A1: LADY BIRD LAKE - 5TH (DOWNTOWN)
A2: 5TH – 10th (DUNCAN PARK)
A3: 10TH – 15th (HOUSE PARK
A4: 15TH – 24th (PEASE PARK)
A5: 24TH – 31st (SPLIT ROCK CANYON)
A6: 31ST – 38th (SEIDERS' SPRINGS)

B7: 38TH - 45TH (THE GROVE)
B8: 45TH - 2222 (ROSEDALE & ALLANDALE NEIGHBORHOODS)
B9: 2222 - FOSTER LANE (NORTHWEST REC CENTER)

C10: FOSTER LANE - 183 (NORTH SHOAL CREEK NEIGHBORHOOD)
C11: 183 - WALNUT CREEK GREENWAY TRAIL (HEADWATERS)



4 priority projects:
A1: Lady Bird Lake to 5th St (Downtown)



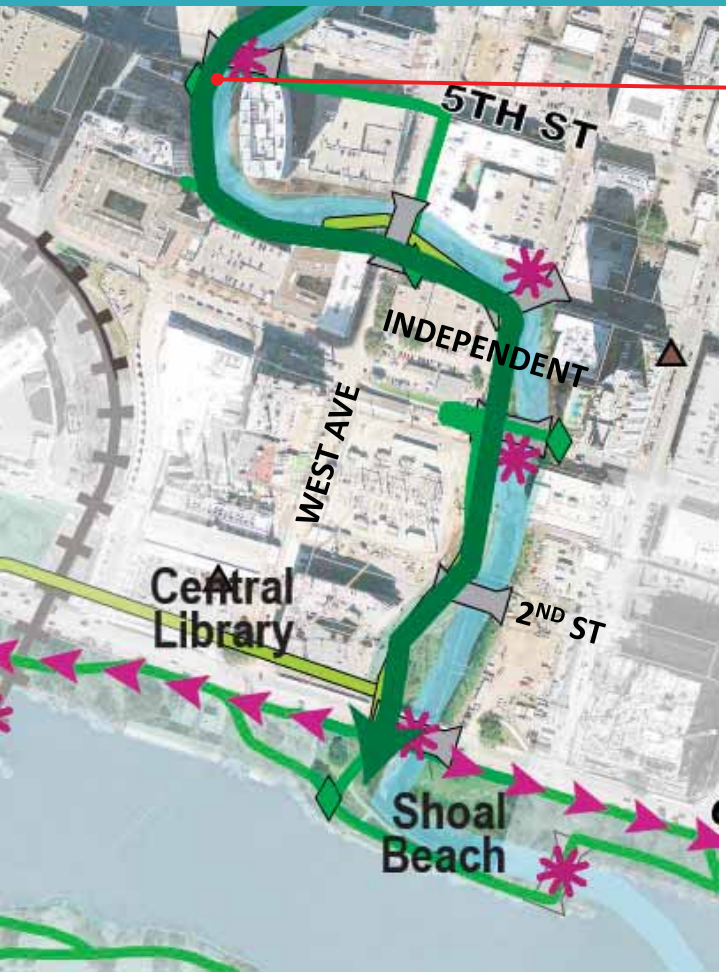

Current trailhead at Shoal Beach


Switchback to 3rd St

LEVERAGING ADJACENT DEVELOPMENT PROJECTS: CONSTRUCT 3RD ST BIKE/PED UNDERPASS & ELIMINATE EXISTING SWITCHBACK RAMPS WEST OF CREEK IN 3RD ST ROW IN ORDER TO FREE THIS SPACE TO BECOME A MAJOR PUBLIC PLAZA. (IN PLANNING BY INDEPENDENT DEVELOPER, ASPEN) RESTORE & REUSE THE HISTORIC 3RD ST RAILROAD TRESTLE AS A SCENIC AND HISTORIC OVERLOOK, TELLING ENVIRONMENTAL HISTORY OF SHOAL CREEK. (IN PLANNING BY SCC)

SMALL $: CONSTRUCT NEW TRAILHEAD & TELL STORY OF EARLY SETTLEMENTS HERE, INCLUDING, NATIVE AMERICANS, ANGLOS, HISPANICS AND AFRICAN AMERICANS.

4 priority projects (cont'd):
A1: Lady Bird Lake to 5th St (Downtown)



GAP: CONSTRUCT BETTER ACCESS TO STREET LEVEL @ 5TH ST, AND PROVIDE INTERPRETATION OF THE 5TH ST HISTORIC BRIDGE.

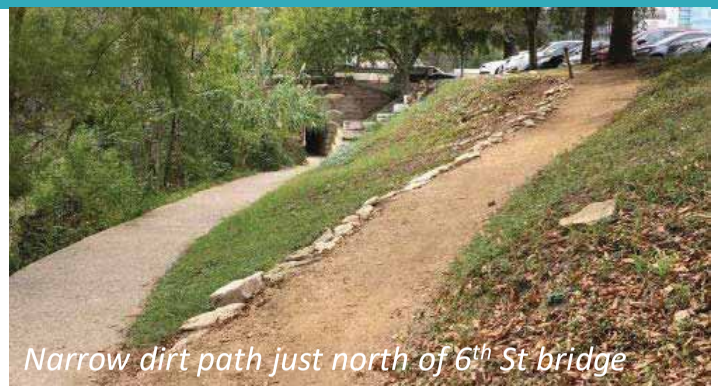
SMALL $: DEVELOP AN OVERALL INTERPETIVE & WAY-FINDING MASTER PLAN TO LINK PEOPLE OF ALL CULTURES TO THE HISTORY & PLACE OF SHOAL CREEK.




Narrow trail & stair access at 5th St Bridge

2 priority projects:
A2: 5th to 10th St (Duncan Park)



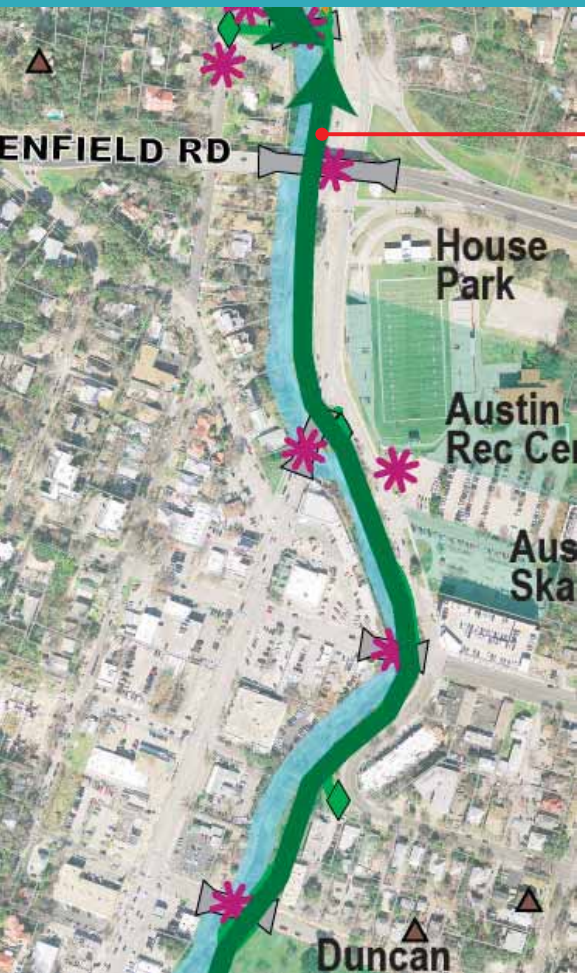

Narrow dirt path just north of 6th St bridge


9th St low water crossing

LEVERAGING DUNCAN PARK PROJECT: IMPROVE TRAILS BETWEEN 9TH & 10TH ST; INSTALL UNDER-BRIDGE LIGHTING; REMOVE EXTG LOW WATER CROSSING; IMPROVE TRAIL CONNECTIONS TO PARK; CONSTRUCT NEW TRAILHEAD WITH PUBLIC RESTROOM; REMOVE DEAD-END PATHWAY NEXT TO EAST SHORELINE, JUST NORTH OF 10TH ST. TELL HISTORY OF DUNCAN PARK AND THE DEVELOPMENT OF OLD WEST AUSTIN NEIGHBORHOOD. (IN PLANNING BY PARD, WPD)

GAP: CONSTRUCT TRAIL WHERE NARROW DIRT PATH EXISTS WITH ADJACENT STABILIZATION & REVEGETATION. CONSTRUCT NEW STONE RETAINING WALL TO REPLACE WOOD PILE WALL, AND LINK TO 6TH ST HISTORIC BRIDGE RESTORATION PROJECT. (PLANNED IN 5TH-15TH PER, SCC)

1 priority project:
A3: 10th to 15th St (House Park)



<u>"SAFETY GAP":</u> WIDEN SIDEWALK & PLANT STREET TREES & LOW, STONE WALL BARRIER ALONG THIS HIGH TRAFFIC, WEST SIDE OF LAMAR BLVD, FROM SHOAL CREEK BLVD NORTH TO KINGSBURY GATE OR NEW PEDESTRIAN BRIDGE IN PEASE PARK, FROM 15TH TO 31ST ST. (PLANNED IN PEASE PARK MASTER PLAN & IN 5TH-15TH PER)



Sidewalk along Lamar Blvd, looking south toward 15th St Bridge and Downtown

1 priority project:
A4: 15th to 31th St (Pease Park)



LEVERAGE PEASE PARK EFFORTS: MAKE A SAFER PED CROSSING OF LAMAR BLVD @ MLK BLVD. THAT LANDS AT NEW ENTRY TO PEASE PARK FROM THE EAST. (PLANNED IN PEASE PARK MP)

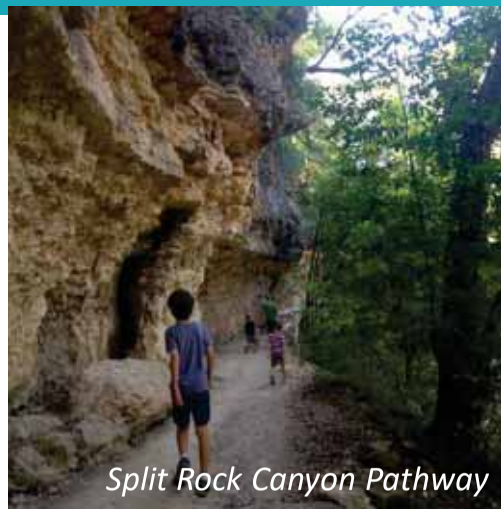


Rendering of proposed ped crossing of Lamar Blvd at MLK, by WRT for Pease Park Conservancy

1 priority project:
A5: 24th to 31st St (Split Rock Canyon)



SMALL $: **WIDEN SIDEWALK ALONG WEST EDGE OF LAMAR BLVD TO BECOME AN URBAN TRAIL, AS CREEKSIDE TRAIL IS TOO DISTANT FROM THIS MAJOR TRANSPORTATION CORRIDOR, FROM 15TH ST TO 31ST ST. (PLANNED IN PEASE PARK MASTER PLAN)**



Split Rock Canyon Pathway



Lamar Blvd, looking North

5 priority projects:
A6: 31st to 38th St (Seiders' Springs)



SAFETY GAP: ENHANCE SAFETY, LIGHTING & REFUGE SPACE @ PED CROSSING @ 38TH ST.

SAFETY GAP: CONSTRUCT BIKE/PED BRIDGE TO REPLACE EXTG, LOW-WATER CROSSING WHICH IS UNSAFE FOR BOTH BIKES & PEDS.

SMALL $: IMPROVE PED CROSSING @ 34TH ST WITH BETTER LIGHTING, PED HYBRID BEACON, SPEED TABLE, ETC.

SAFETY GAP: CONSTRUCT BIKE/PED BRIDGE AT "ROCK-HOP".

SMALL $: RESTORE WOOD GAZEBO FOR SMALL, REVENUE-GENERATING EVENTS.

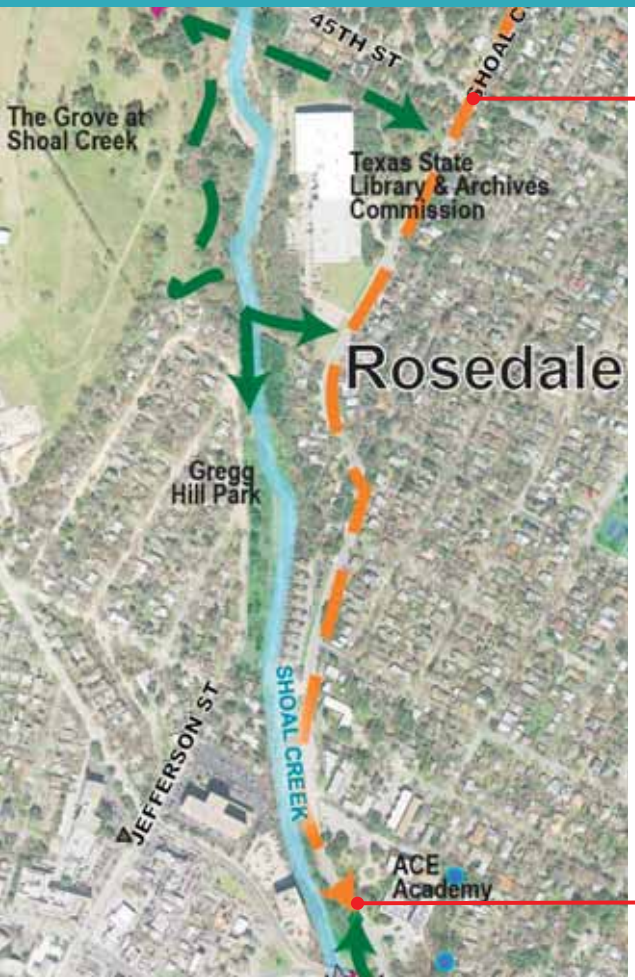
GAP: RESTRIPE W 31ST ST TO CREATE AN URBAN TRAIL WITHIN EXTG ROAD. PROVIDE CRITICAL WAY-FINDING AT LAMAR BLVD & 31ST ST.


Crossing @ Seiders' Springs


Gazebo for small gatherings


West 31st St, looking West

3 priority projects:
B7: 38th to 45th St (The Grove at Shoal Creek)



SAFETY GAP: INSTALL TRAFFIC CONTROLS @ 45TH ST & SHOAL CREEK BLVD.



45th St @ Shoal Creek Blvd

SMALL $: CREATE SAFER, CLEARER TRANSITION FROM TRAIL TO STREET (2-WAY CYCLE TRACK-WEST SIDE) FROM SHOAL CREEK BLVD.



Shoal Creek Blvd @ 38th St, Looking South

1 priority project + cont'd Shoal Creek Blvd project: B8: 45th to 2222 (Rosewood & Allandale Neighborhoods)



SAFETY GAP: CONSTRUCT UNDERCROSSING AT ALLANDALE RD.

SMALL $: STRIPE FOR 2-WAY CYCLE TRACK ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (PLANNED IN CITY'S BICYCLE MASTER PLAN)



Shoal Creek Blvd looking North

cont'd Shoal Creek Blvd project:
B9: 2222 to Foster Ln (Northwest District Park)



SMALL $: STRIPE FOR 2-WAY CYCLE TRACKS ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (BICYLE FACILITY PLANNED IN BICYCLE MASTER PLAN)



Shoal Creek Blvd looking South toward Foster Ln

1 priority project + cont'd Shoal Creek Blvd project: C10: Foster Ln to US 183 (North Shoal Creek NPA)

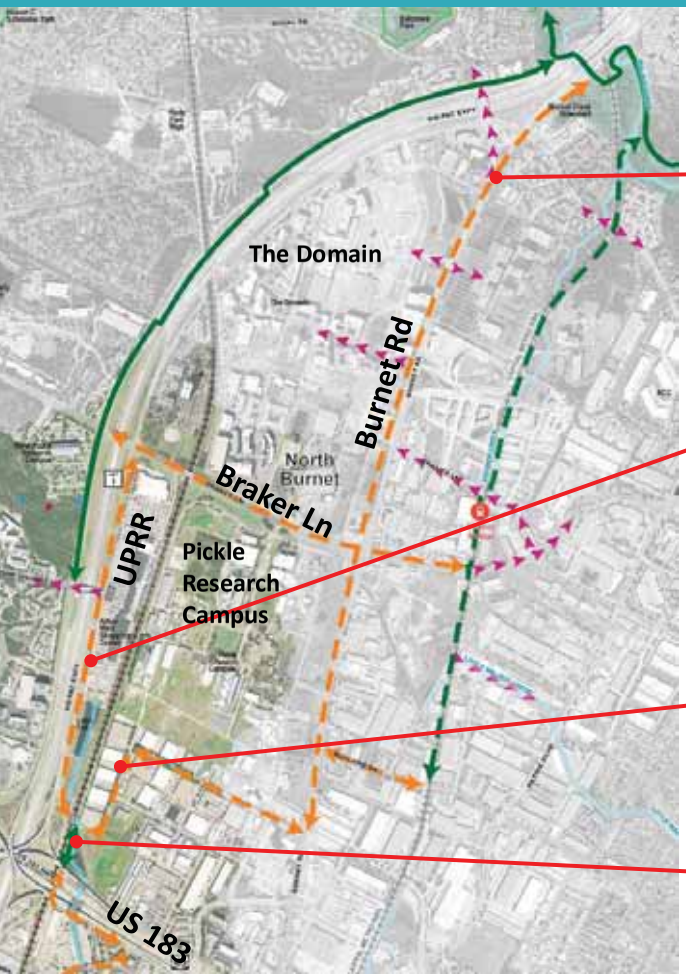




Shoal Creek Blvd looking South toward Foster Ln

SMALL $: STRIPE FOR 2-WAY CYCLE TRACK ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (BICYLE FACILITY PLANNED IN BICYCLE MASTER PLAN)

5 priority projects:
C11: US 183 to Walnut Creek Greenway (Headwaters)

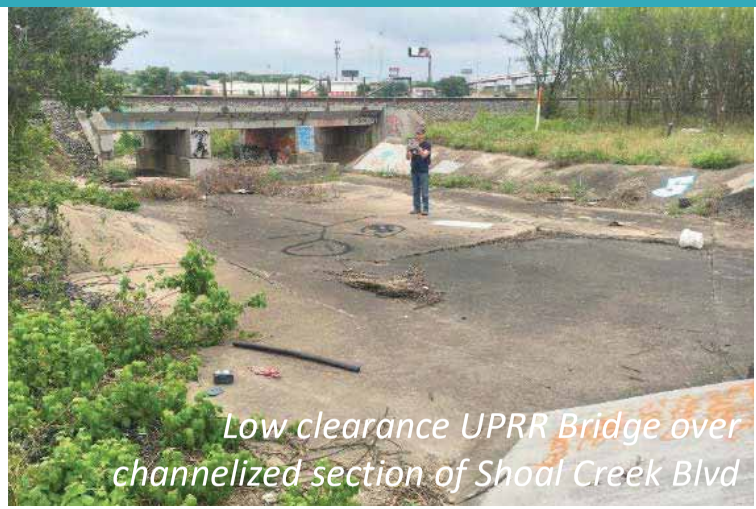


CONSTRUCT BURNET RD BIKE/PED FACILITIES ON BURNET RD. (POSSIBLE BOND PROJECT FUNDING)

SMALL $: WIDEN SIDEWALK FRONTING ARBOR WALK CENTER TO BECOME AN URBAN TRAIL, CONNECTING WEST ACROSS MOPAC TO NEW, OFF-STREET TRAIL.

GAP: BUILD CYCLE TRACKS, SIDEWALKS ON NEILS THOMPSON, LONGHORN BLVD TO CONNECT TO BURNET RD.

SAFETY GAP: ENHANCE UNDER-CROSSING OF UPRR TRACKS TO ALLOW BIKE/PED PASSAGE.



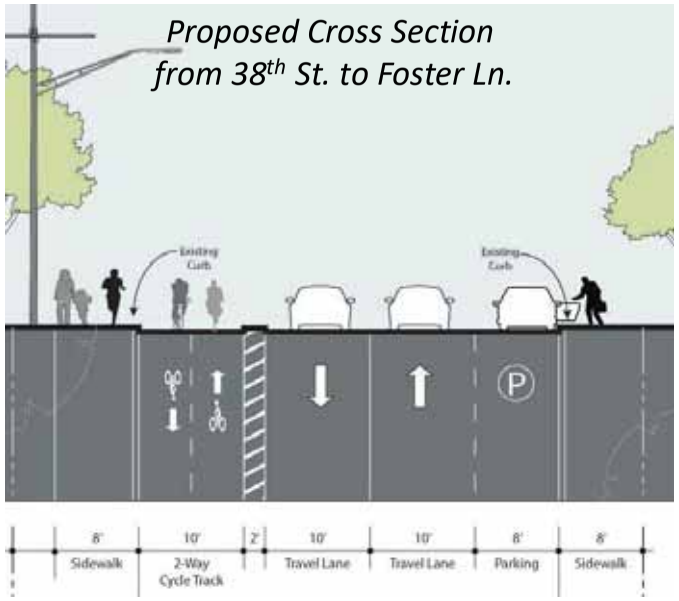
Low clearance UPRR Bridge over channelized section of Shoal Creek Blvd

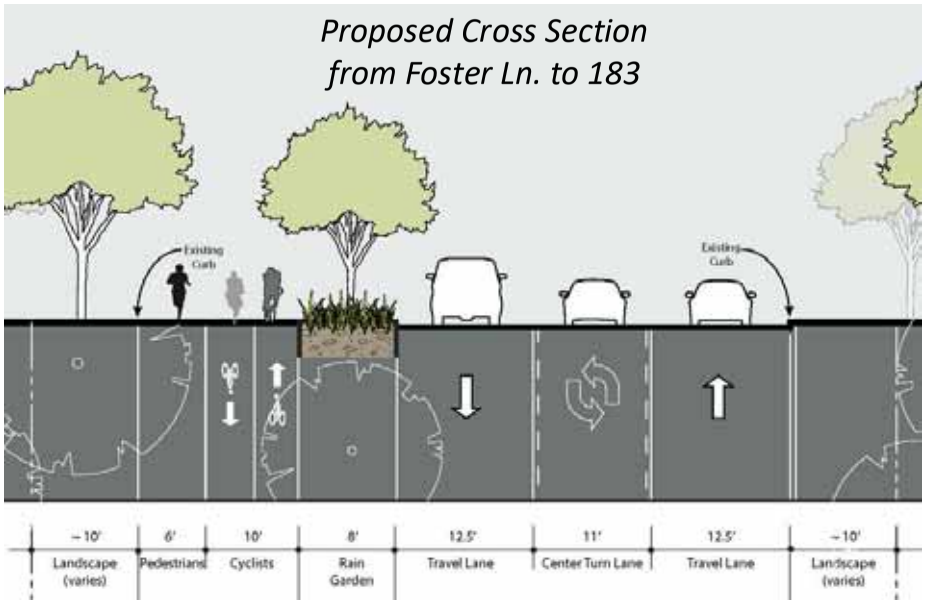


Neils Thompson Dr, looking South

of the 23 candidates for priority projects, the most important are:

1





The most important Priority Project from the Community Workshops and the CAG is to <u>stripe Shoal Creek Blvd. for a two-way cycle track</u> on the west side of the existing roadway, creating space for future rain gardens from 38th St. to 183.

of the 23 candidates for priority projects, the most important are:

②





The second-most important Priority Project from the Community Workshops and the CAG is to <u>create an Interpretive & Way-Finding Master Plan</u> to link people of all cultures to the history & place of Shoal Creek.

of the 23 candidates for priority projects, the most important are:

3

Shoal Creek Blvd @ 38th St, Looking South





45th St & SCB Intersection

SCB before reaching Allandale Rd.





UPRR undercrossing north of 183

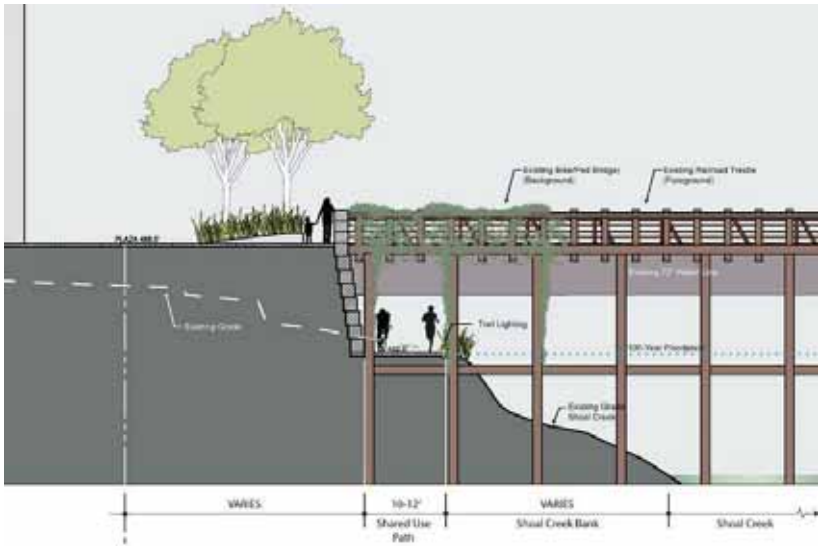
The third-most important Priority Project from the Community Workshops and the CAG is to <u>close Safety Gaps along the route</u>.

- Create a safer, clearer transition from trail to street north of 38th St.
- Create a traffic signal at 45th St. and Shoal Creek Blvd.
- Create an undercrossing at Allandale Rd. and Shoal Creek Blvd.
- Enhance the Union Pacific Rail undercrossing north of 183 to connect bikes/peds to MoPac.

of the 23 candidates for priority projects, the most important are:

4





The fourth-most important Priority Project from the Community Workshops and the CAG is to <u>leverage adjacent projects in the 3rd St. and Shoal area</u>: construct 3rd St. bike/ped underpass, reuse & restore historic trestle as a scenic overlook, and create a major public plaza within 3rd St. right-of-way.

of the 23 candidates for priority projects, the most important are:

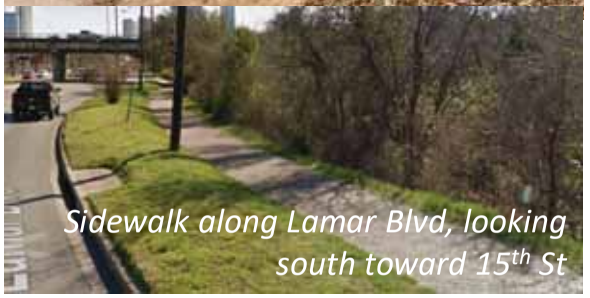
5



9th St low water crossing



Dirt path just north of 6th St bridge



Sidewalk along Lamar Blvd, looking south toward 15th St

The fifth-most important Priority Project from the Community Workshops and the CAG is to <u>leverage the Duncan Park Plan and 5th to 15th St PER</u>: improve the trails between 9th & 10th St. and trail accessibility between 5th and 15th St.

next steps through adoption of the shoal creek vision to action plan

November 15 to December 15, 2017:
Public Input Period

Mid-January, 2018:
Complete, final draft to be shared by email, with anticipated Boards & Commissions Schedule

Early 2018:
Boards, Commissions & City Council Consideration

**If your organization would like a presentation during this period, please contact info@shoalcreekconservancy.org*

SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:

~~Integrate best practices in environmental stewardship, sustainability and resiliency.~~

- restore histories lost + celebrate entire areas
- expand some of the historical areas
- take advantage to connectivity to other parts of the city

2. NATURAL RESOURCES & ECOLOGY:

Tell the stories: interpret and celebrate this area's unique history and culture.

- how do you connect the human stories of Austin throughout the years in a ~~~~ way that is ~~relatable~~ relatable to all generations + abilities to enjoy the Shoal Creek area

3. TRANSPORTATION & CONNECTIVITY:

Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:

Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:

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

6. PROJECT ADVOCACY & IMPLEMENTATION:

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:

Integrate best practices in environmental stewardship, sustainability and resiliency.

restore history, celebrate past,
educational opportunities from children to adults
multiple languages

2. NATURAL RESOURCES & ECOLOGY:

Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:

Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:

Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:

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

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Michelle

Bilingual

public art creative ways to tell the story

thematic threads originate in one place & expand in others

SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. **HISTORY & CULTURE:**

connect the history across all for all generations

Integrate best practices in environmental stewardship, sustainability and resiliency.

restore & celebrate histories

human stories developed S. to North

Connections on how to connect to other parts of the city

2. **NATURAL RESOURCES & ECOLOGY:**

Tell the stories: interpret and celebrate this area's unique history and culture.

themes to help to tell the stories "on the edge"

Artifacts to help tell stories restore the history

3. **TRANSPORTATION & CONNECTIVITY:**

Increase connectivity and enhance walking and biking transportation modes.

4. **HEALTH & WELL-BEING:**

Create a corridor that makes being healthy and active the fun and easy choice.

5. **ACTIVITIES & RECREATION:**

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

6. **PROJECT ADVOCACY & IMPLEMENTATION:**

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. **HISTORY & CULTURE:**

Integrate best practices in environmental stewardship, sustainability and resiliency.

2. **NATURAL RESOURCES & ECOLOGY:**

Tell the stories: interpret and celebrate this area's unique history and culture.

3. **TRANSPORTATION & CONNECTIVITY:**

Increase connectivity and enhance walking and biking transportation modes.

Seniors Cyclists and walkers (hikers and bikers) don't mix well. Can the plan accomodate 15 mph cyclists and ambling walkers safely?

4. **HEALTH & WELL-BEING:**

Create a corridor that makes being healthy and active the fun and easy choice.

5. **ACTIVITIES & RECREATION:**

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

6. **PROJECT ADVOCACY & IMPLEMENTATION:**

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:
Integrate best practices in environmental stewardship, sustainability and resiliency.

Riparian restoration, ecosystem services

2. NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking

New principal: development

determine how best to work with adjacent development, what type to encourage, what is prohibited,

or adding to #6

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, s
events, as well as a place of beauty, calm and refuge.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

fund, implement, + sustain

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Louisa Brinsmade

louisa.brinsmade@austintexas.gov

SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. **HISTORY & CULTURE:**

Integrate best practices in environmental stewardship, sustainability and resiliency.

~~Include language to cover our principles regarding history.~~ Also, include the principle of engaging under represented communities.

2. **NATURAL RESOURCES & ECOLOGY:**

Tell the stories: interpret and celebrate this area's unique history and culture.

Include language to educate the community about our Natural resources, water quality, etc...

3. **TRANSPORTATION & CONNECTIVITY:**

Increase connectivity and enhance walking and biking transportation modes.

4. **HEALTH & WELL-BEING:**

Create a corridor that makes being healthy and active the fun and easy choice., and advocate for the trail's use for health & well-being.

5. **ACTIVITIES & RECREATION:**

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

and education. Include language for family-friendly, and connecting children to Nature!

6. **PROJECT ADVOCACY & IMPLEMENTATION:**

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

Include language about sustainability, maintenance, and education.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. **HISTORY & CULTURE:**
Integrate best practices in environmental stewardship, sustainability and resiliency.

2. **NATURAL RESOURCES & ECOLOGY:**
Tell the stories: interpret and celebrate this area's unique history and culture.

make the history come alive.

3. **TRANSPORTATION & CONNECTIVITY:**
Increase connectivity and enhance walking and biking transportation modes.

4. **HEALTH & WELL-BEING:**
Create a corridor that makes being healthy and active the fun and easy choice.

↳ a person want to experience and explore the healthy Lifestyle.

5. **ACTIVITIES & RECREATION:**
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. **PROJECT ADVOCACY & IMPLEMENTATION:**
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. **HISTORY & CULTURE:**
Integrate best practices in environmental stewardship, sustainability and resiliency.
and floodplain mgmt

2. **NATURAL RESOURCES & ECOLOGY:**
Tell the stories: interpret and celebrate this area's unique history and culture.

3. **TRANSPORTATION & CONNECTIVITY:**
Increase connectivity and enhance walking and biking transportation modes.
Connecting people w/ nature and destinations.

4. **HEALTH & WELL-BEING:**
Create a corridor that makes being healthy and active the fun and easy choice.

5. **ACTIVITIES & RECREATION:**
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. **PROJECT ADVOCACY & IMPLEMENTATION:**
fund $
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.
Focus on diversity and the next generation
Innovative developer-public partnerships.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:
Integrate best practices in environmental stewardship, sustainability ~~and~~ resiliency, RELATED TO HISTORY INCLUSIVE OF COMMUNITIES OF COLOR (NOT ENGAGED IN THIS ROOM

2. NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes. engaging Commuter "traffic" + expanding awareness that this trail is a commute option for employees

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan. EDUCATE AND

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:
Integrate best practices in environmental stewardship, sustainability and resiliency.

2. NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement ~~the~~ Shoal Creek Vision to Action Plan.

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Melinda Chow

SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. **HISTORY & CULTURE:**
Integrate best practices in environmental stewardship, sustainability and resiliency.

2. **NATURAL RESOURCES & ECOLOGY:**
Tell the stories: interpret and celebrate this area's unique history and culture, ensuring as much as possible that stories are inclusive of all communities.

3. **TRANSPORTATION & CONNECTIVITY:**
Increase connectivity and enhance walking and biking transportation modes

4. **HEALTH & WELL-BEING:**
Create a corridor that makes being healthy and active the fun and easy choice.

5. **ACTIVITIES & RECREATION:** EDUCATION,
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. **PROJECT ADVOCACY & IMPLEMENTATION:**
Collaborate with the public, private, and non-profit sectors to implement the Shoal Creek Vision to Action Plan.
Engage & include youth and ~~[illegible]~~ diverse communities are part of the process.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. **HISTORY & CULTURE:**
Integrate best practices in environmental stewardship, sustainability and resiliency.

① H + C more signage + opportunities to learn + interact

2. **NATURAL RESOURCES & ECOLOGY:**
Tell the stories: interpret and celebrate this area's unique history and culture.

② NP + E Invasives are a huge concern, bad to natural landscape

3. **TRANSPORTATION & CONNECTIVITY:**
Increase connectivity and enhance walking and biking transportation modes.

Seperate uses + negative interaction

4. **HEALTH & WELL-BEING:**
Create a corridor that makes being healthy and active the fun and easy choice.

* health = physical + mindful
* disconnect from everyday stressors
* safety is uses seperating

5. **ACTIVITIES & RECREATION:**
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

focus at right places : NW Park
Pease
Duncan

6. **PROJECT ADVOCACY & IMPLEMENTATION:**
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

Partnerships

Must have COA champion to carry the bucket

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:
Integrate best practices in environmental stewardship, sustainability and resiliency.

2. NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice.

Safety - Is it really feasible to have many bikers actively on a 12' space

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:

Integrate best practices in environmental stewardship, sustainability and resiliency.

2. NATURAL RESOURCES & ECOLOGY:

Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:

Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:

Create a corridor that makes being healthy and active the fun and easy choice.

~~Commuter~~ Commuter Bike Path, v recreation Bike path.
- Second tier bike paths, only for commuting?
- Bicycle rentals along Shoal Creek?

5. ACTIVITIES & RECREATION:

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

6. PROJECT ADVOCACY & IMPLEMENTATION:

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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B. Mirkin

SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:
Integrate best practices in environmental stewardship, sustainability and resiliency.

2. NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

Provide more clear access into the trail. Many don't know about it.
Clear plan for how to safely accomodate bikes and peds.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE: More / many interpretive signs.
Integrate best practices in environmental stewardship, sustainability and resiliency.
- encourages tourism
- " walking along the trail

2. NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

(3) ~~1.~~ HISTORY & CULTURE:
Integrate best practices in environmental stewardship, sustainability and resiliency.

(i) ~~2.~~ NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes.
- separate bikes and peds where able
- Access at 35th is dangerous
- prioritize connectivity - then with that vegetative buffers

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

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JOANNA

SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:
Integrate best practices in environmental stewardship, sustainability and resiliency.

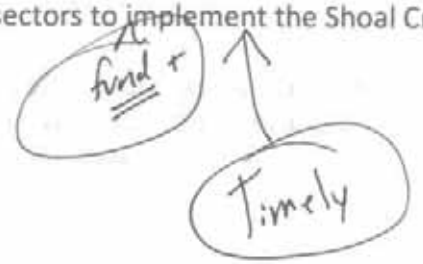
2. NATURAL RESOURCES & ECOLOGY:
Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes.

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge.

6. PROJECT ADVOCACY & IMPLEMENTATION:
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.



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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. ~~HISTORY & CULTURE:~~ Natural Res + Ecology
Integrate best practices in environmental stewardship, sustainability and resiliency.

2. ~~NATURAL RESOURCES & ECOLOGY:~~ History + Culture
Tell the stories: interpret and celebrate this area's unique history and culture, + geology

3. TRANSPORTATION & CONNECTIVITY:
Increase connectivity and enhance walking and biking transportation modes, + improve way finding to places within + adjacent to the Shoal Cr. watershed

4. HEALTH & WELL-BEING:
Create a corridor that makes being healthy and active the fun and easy choice, that fosters activity as part of daily life.

5. ACTIVITIES & RECREATION:
Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge. for people of all ages

6. PROJECT ADVOCACY & IMPLEMENTATION: fund +
Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan. Build a culture of stewardship within the watershed.

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:

Integrate best practices in environmental stewardship, sustainability and resiliency.

2. NATURAL RESOURCES & ECOLOGY:

Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:

Increase connectivity and enhance walking and biking transportation modes.

EASY, CONVENIENT ACCESS → WAYFINDING

4. HEALTH & WELL-BEING:

Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:

Enhance access to and opportunities for recreation, social activities, and community events, as well as a place of beauty, calm and refuge. → GROUP GATHERING AREAS: MEDITATE, BOOK CLUBS

6. PROJECT ADVOCACY & IMPLEMENTATION:

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

TIMELY → ESTABLISH TIMELINE

FUND?

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SIX THEMES & THEIR (DRAFT) GUIDING PRINCIPLES

1. HISTORY & CULTURE:

Integrate best practices in environmental stewardship, sustainability and resiliency.

2. NATURAL RESOURCES & ECOLOGY:

Tell the stories: interpret and celebrate this area's unique history and culture.

3. TRANSPORTATION & CONNECTIVITY:

Increase connectivity and enhance walking and biking transportation modes.

DIRECTIONAL, INTERPRETIVE, WAYFINDING SIGNAGE

4. HEALTH & WELL-BEING:

Create a corridor that makes being healthy and active the fun and easy choice.

5. ACTIVITIES & RECREATION:

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

6. PROJECT ADVOCACY & IMPLEMENTATION:

Collaborate with the public, private and non-profit sectors to implement the Shoal Creek Vision to Action Plan.

TIMELY IMPLEMENTATION

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Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for Focus Area # 1

APPENDIX A.8

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.

FOCUS AREA GOAL: Ted – concrete steps south of 3rd St ? – story.
– trestle has structural integrity
– repurpose as scenic overlook – "mini Highline"

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Chris → preserve greenery – ensure more natural setting – replace invasives w/ natives.

→ rationalize 3rd St west of West to Lamar.

3rd St important bike hub.

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.

FOCUS AREA GOAL: – bike + bike bridge @ 3rd St is inadequate
– expand + improve.
– create creek level path below 3rd St + trestle – w/ modifications to trestle structure.
(ADA – create creek level trail under West Av.

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Sara – West Av ~~[illegible]~~ bridge provides no bike safety
Chris – need bike safety along West Av.

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.

FOCUS AREA GOAL: – create plaza within row of 3rd St in front of Independent (3rd St east of creek will also be plaza)
– major gathering space along 3rd St. + 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.

FOCUS AREA GOAL: – extend the Seaholm TIF term + purpose
– extend geography to Nueces to fund 3rd St plaza.
George Cofer – City should hire P3 manager

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 1

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.

"birth"

FOCUS AREA GOAL: - original location of austin - watalo - interactive signage "Google"/Facebook - improve as better connection - railroad history - ~~[illegible]~~ to ~~[illegible]~~ - part of landscape.

- Lamar's trip - trestle - oldest remnant - opportunity to celebrate history

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for Focus Area # 3

SCB Primary, Secondary
Emergency Services impt. route
encourage or not level of capacity.

? Pkg. Study / #'s volume



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.

FOCUS AREA GOAL: Archive : Storage location, need to know lots of traffic coming their way. closed off

→ long term Bursting at seams



Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

b/c of Grove

desire to open it up exhibit space / public component

FOCUS AREA GOAL: People against grove / neighborhood have it covered. neighborhood asked for 15 Ac got — not as much / Ac "natural pond" ~~desired~~ → ecological rest. w/ any trail improvements



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.

FOCUS AREA GOAL: small bridge from grove not enough connect isolated areas w/ parkland easement

R: neighborhood concern



Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: lighting low @ grove lighting needed but not bright.
signalized intersection @ 45th St.



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.

FOCUS AREA GOAL: Separate Users on SCB



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.

FOCUS AREA GOAL: ② Bridge Priority Connectivity
TABLE
① SCB & → $.5M+

Michelle

③ Signalized int. @ 45th

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 1

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.

#2

FOCUS AREA GOAL: Interpretive sidebars" in downtown area along trail, history + ecology

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

#2

FOCUS AREA GOAL: _____

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.

#1

FOCUS AREA GOAL: develop, map, sign and inform the public on the "maze" of downtown bike routes + trail access, + bicycle rental kiosks

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 2

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.

FOCUS AREA GOAL: _____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

#1 Priority

FOCUS AREA GOAL: Develop opportunities for interactive / interpretive signage / great sites along creek + near trail.

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.

FOCUS AREA GOAL: Great connectivity –

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

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.

#2

FOCUS AREA GOAL: Low impact recreational opportunities with great lawn, expand widthy trail + BMX trail area for cycling challenges bypass

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.

FOCUS AREA GOAL: _____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 2

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.

FOCUS AREA GOAL: locate trailhead (at Duncan Park) on 9th for more visibility for cross town (E-W) traffic.

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 2

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.

FOCUS AREA GOAL: Wood Street settlement, who was Duncan? Historical Latino community

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: bats & dark sky vs. safety
filtration for bank, filtration down slopes

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.

FOCUS AREA GOAL: connections from street down to creek in north area; look for east-west connections

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: lighting important - actively used by homeless

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.

FOCUS AREA GOAL: high likelihood of heavy recreational load including commuter

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.

FOCUS AREA GOAL:

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 2

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.

FOCUS AREA GOAL: Hidden history ... Former Wood St. settlement

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Consider that pedestrians might wander off the path to avoid higher speed cyclists. (Could impact riparian areas)

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.

FOCUS AREA GOAL:

* Consider that ACC Rio Grande campus is (mostly) closed for next 2 years.

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Lighting for safety ... trip hazard and ~~perceived~~ perceived dangers w/ homeless. Enforced Curfew (10pm) extended for commuters. •ACC classes run until 10pm ... consider throughways to Bus $tops.

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.

FOCUS AREA GOAL: How will it connect with BMX park + Duncan Park

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.

FOCUS AREA GOAL: ~~Constant~~ More enforcement of curfews ... business association ... neighborhood watch

Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for Focus Area # 2 - DUNCAN

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.

FOCUS AREA GOAL: bring out hidden history

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Bats, save natural areas loved

Guiding Principle 3: Connectivity & Community Access

East-West connections

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

FOCUS AREA GOAL: Connections to street level (safe) → ACC, Signage

trailheads, Signage.

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Lighting ~~Safety~~ but animal safe

Maintenance, police presence

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.

FOCUS AREA GOAL: interpretive, nature

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.

FOCUS AREA GOAL: WORK WITH DEEP ROOTS GARDEN MEMBERS AND USE THEIR DATABASE

→ Rio Grande campus

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 12

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.

FOCUS AREA GOAL: Who was Duncan? Connection to Pease Park + the history there.

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Bats, wetlands. Make a trailhead at 9th.

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.

FOCUS AREA GOAL: Look for East/west connections

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Lighting that's appropriate for animals... and humans. Crowding on the paths?

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.

FOCUS AREA GOAL: Animal + plant identification + care.

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.

FOCUS AREA GOAL: Value of non-automotive commuting

Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for Focus Area # ___

ALL COMMENTS APPLY TO #4?

2?- Duncan Park

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.

FOCUS AREA GOAL: Respect cemetery, but utilize open space for connection + ecology

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Connect trail through Memorial Park exposing creek + banks to trail

Guiding Principle 3: Connectivity & Community Access

* connect to Yarborough Library

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

FOCUS AREA GOAL: How to connect proposed trail and Shoal Creek Blvd.? Seems to be the conundrum of the table. No ~~Fanken~~-curbs

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Same ↑

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.

FOCUS AREA GOAL: No room for organized sports, only passive trail.

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.

FOCUS AREA GOAL: ___

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 4

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: more shade trees on Hancock

_____

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.

FOCUS AREA GOAL: add bike lanes to adjacent streets for connectivity to Burnet & Lamar & west of Mopac

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 5

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: wayfinding

_____

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: safety from cars, ~~lighting~~

_____

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.

FOCUS AREA GOAL: ~~safety from cars, wayfinding~~

_____

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 2

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: add Bicycle to Duncan Park, bike lanes to cross streets

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: activate park

_____

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 2

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.

FOCUS AREA GOAL: Wood, settlement awareness and identification via signage (complementary to natural beauty)

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Bats, dark sky vs. lighting for safety keep filtration & erosion control in mind when deciding abo 12-ft. wide trail decisions

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. keep bike lanes separate from foot/ped paths (e.g. Houston Buffalo Bayou)

FOCUS AREA GOAL: trailhead location (restrooms as well) (need proper signage so 9th st. traffic is in the loop) look for east/west connection in this area

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Safe connections between trail & street level; curfew enforcement

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. REI classroom space @ Deep Root garden

FOCUS AREA GOAL: lighting would allow more progress in this area; balance with ecological implications

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.

FOCUS AREA GOAL: _____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 4

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.

#2

FOCUS AREA GOAL: Proximity of Fus Mem Park + interpretive opportunity of history of Mem Park.

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: _____

_____

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.

#1 priority

FOCUS AREA GOAL: Trail + routing connectivity due to main routing along Shoal Creek Blvd.

*Shared use paths to connect Hancock around Fus Mem Park + access to Northland.

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

_____

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.

#3

FOCUS AREA GOAL: Access + shared use trail into Rec area.

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 4

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: protect habitat along woods in Austin Memorial Park

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.

FOCUS AREA GOAL: Create the proposed shared-use path through Austin Memorial Park

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 4

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.

FOCUS AREA GOAL: #1 is the Austin Memorial Park - Cemetary as a historical place of remembrance

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: open space - natural ecology of cemetary edge w/ shoal creek -

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.

FOCUS AREA GOAL: → Hancock Drive has been recently updated to cross over Mopac - should be remembered -

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: ~~Needs~~ Trail along cemetary is great idea - needs connectivity to shoal creek trail at Bullcreek R.O.W. and at Northland - (Bad connection area) -

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.

FOCUS AREA GOAL: Good potential for calm refuge Due to Cemetary & creek natural vegetation -

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.

FOCUS AREA GOAL: Need to avoid "Franken Curb" past problem. Engage public on 'safety of shared two way bike lane & parking on one side of street -

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 1

GEORGE KOFER

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.

FOCUS AREA GOAL: HISTORY OF Commerce AT CONFLUENCE OF SHOAL CR / COL. RIVER. MUSIC!

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: NATURE TOURS, VOLUNTEER Work DAYS.

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.

YES!

FOCUS AREA GOAL: LOTS OF YOUNG PEOPLE IN CONDOS AND APTS. WHO WANT TO RUN - OFTEN WITH DOGS. ACCESS TO ARTS + RESTAURANTS.

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: BUILD "IT" AS WIDE AS POSSIBLE! CREATE VOLUNTEER RANGERS TO KEEP TRAIL CLEAN! FARMERS MARKET. NEAR-BY RESIDENTS

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.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: SSC SHOULD HELP ENSURE PARD HIRES A COMPETENT, EXPERIENCED P3 MANAGER WHO UNDERSTANDS FINANCE!

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 1

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.

FOCUS AREA GOAL: History of Waterloo / Art Fin
preserve concrete steps next to The Trestle

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: Repurpose The Trestle - 1876
Expand + improve the 3rd St. Bike/Ped Bridge

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Bike Safe

_____

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.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 1

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: Daily access to, cross Shoal

_____

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: lighting, maintenance of trees,

_____

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.

FOCUS AREA GOAL: some Shoal Creek-facing restaurants without becoming the Riverwalk

SA

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 3

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.

FOCUS AREA GOAL: preserve history around Peace Park

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Maintain tranquility around Peace and trees near Archives
shade

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.

FOCUS AREA GOAL: access to Grove development, focus on bikes as transportation

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

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.

FOCUS AREA GOAL: _____

Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for Focus Area # 5

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Enhance signage and outdoor education opportunities around the lake

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Railroad track crossing would be ideal between soccer field and lake along McPhe

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.

FOCUS AREA GOAL: Create trails around the ponds / soccer field to provide physical activity opportunities

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.

FOCUS AREA GOAL: _____

_____

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 5

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.

FOCUS AREA GOAL: JANSON CABIN
PATH FOR BRINGING QUARRIED PINK GRANITE (RR) FOR STATE CAPITOL TO CAPITOL GROUNDS.

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: "LAKE FAIL" MAY ACTIONALLY BE CALLED "LAKE ZAIL". PONDS.
Preserve Trees along Creek in NORTH SHOAL CREEK NEIGHBORHOOD ASSN. AREA AND ALL NATURAL AREAS.

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.

FOCUS AREA GOAL: THE UNDERPASS UNDER 183: MAKE ARTISTISTIC LIGHTING OR OTHER FEATURE/STATEMENT INSTALLATION THAT COULD BECOME AN ICON of AUSTIN (PLACE WHERE VISITORS TAKE PHOTOS AND POST ON SOCIAL MEDIA.)

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: MAINTAIN TREES & GRASS & GREEN & BIRDS & ANIMALS FOR HEALTHY AIR & MENTAL HEALTH

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.

FOCUS AREA GOAL: COLLABORATE W/ NORTH SHOAL CREEK NEIGHBORHOOD ASSN'S PLAN TO HAVE A CRUSHED-GRANITE HIKE/BIKE TRAIL (LOOP) ALONG WEST BANK of SHOAL CREEK (PLUS CHILDREN'S PLAYGROUND & DOG PARK) BETWEEN STACY AVENUE AND ANDERSON LANE.

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.

FOCUS AREA GOAL: COLLABORATE W/ NORTH SHOAL CREEK NEIGH. ASSN AND NORTH BURNET GATEWAY PLAN TEAM.

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 5

#5

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.

FOCUS AREA GOAL: ~~Prot~~ natural areas + wildlife along the various water areas should be supported

#4

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Headwaters of Shoal Creek + former Johnson cabin served as water source for workers + the granite that went from Llano to the Capitol for construction

#1

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.

FOCUS AREA GOAL: various choices could be viable - some much easier, some significant relationships needs to be established w/ the UP rail road

#3

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: a priority for sure

#2

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.

FOCUS AREA GOAL:

#6

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.

FOCUS AREA GOAL: lots of stakeholders in the area

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 5

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.

FOCUS AREA GOAL: —

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: interpretive opportunities @ man-made detention ponds in the area?

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.

FOCUS AREA GOAL: make underpass more attractive & comfortable.

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: —

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.

FOCUS AREA GOAL: Connect to Soccer Fields

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.

FOCUS AREA GOAL: Continue to work closely with UT Pickle Campus -

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 3

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.

FOCUS AREA GOAL: Seder Oaks at 38th/Shoal Creek

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

FOCUS AREA GOAL: Remove invasives; plant trees far enough from trail to keep tree roots from damaging pathway; level the path at 38th/shoal creek off the street section.

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.

FOCUS AREA GOAL: connect at Hancock, 45th, The Grove...
~~Improve~~ stop light at 45th + Shoal Creek Blvd.

Guiding Principle 4: Safety, Health & Well-Being

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

FOCUS AREA GOAL: Stop light at 45th/Shoal Creek; Remember, cycles go downhill fast - keep cycles + walkers on separate paths

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.

FOCUS AREA GOAL: would Tx Archives ever allow use of their parking lot?

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.

FOCUS AREA GOAL: maintenance: "adopt a portion of trail" option

Shoal Creek Trail: Vision to Action Plan
Guiding Principles with Goals for Focus Area # 5

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.

FOCUS AREA GOAL: _____

_____

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.

#3

FOCUS AREA GOAL: Affirming an inclusive + educational strategy to make transiting more comfortable.

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.

#2 priority

FOCUS AREA GOAL: Determining best access and available access for connectivity

_____

Guiding Principle 4: Safety, Health & Well-Being

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

#1 priority

FOCUS AREA GOAL: Industrial area - lots of infrastructure impacting traffic + safety

_____

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.

FOCUS AREA GOAL: _____

_____

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.

FOCUS AREA GOAL: _____

_____

1) way-finding
2) connectivity
3) intersections

APPENDIX A.9

25 candidates for priority projects within segments A, B, C

A1: LADY BIRD LAKE - 5TH (DOWNTOWN)
A2: 5TH – 10th (DUNCAN PARK)
A3: 10TH – 15th (HOUSE PARK
A4: 15TH – 24th (PEASE PARK)
A5: 24TH – 31st (SPLIT ROCK CANYON)
A6: 31ST – 38th (SEIDERS' SPRINGS)

B7: 38TH - 45TH (THE GROVE)
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C10: FOSTER LANE - 183 (NORTH SHOAL CREEK NEIGHBORHOOD)
C11: 183 - WALNUT CREEK GREENWAY TRAIL (HEADWATERS)



4 priority projects:
A1: Lady Bird Lake to 5th St (Downtown)




Current trailhead at Shoal Beach


Switchback to 3rd St

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SMALL $: CONSTRUCT NEW TRAILHEAD & TELL STORY OF EARLY SETTLEMENTS HERE, INCLUDING, NATIVE AMERICANS, ANGLOS, HISPANICS AND AFRICAN AMERICANS.

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4 priority projects (cont'd):
A1: Lady Bird Lake to 5th St (Downtown)



GAP: CONSTRUCT BETTER ACCESS TO STREET LEVEL @ 5TH ST, AND PROVIDE INTERPRETATION OF THE 5TH ST HISTORIC BRIDGE.

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Current conditions underneath West Ave


Narrow trail & stair access at 5th St Bridge

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A2: 5th to 10th St (Duncan Park)




Narrow dirt path just north of 6th St bridge


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1 priority project:
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"SAFETY GAP": WIDEN SIDEWALK & PLANT STREET TREES & LOW, STONE WALL BARRIER ALONG THIS HIGH TRAFFIC, WEST SIDE OF LAMAR BLVD, FROM SHOAL CREEK BLVD NORTH NEAR HOUSE PARK TO KINGSBURY GATE. (PLANNED IN PEASE PARK MASTER PLAN & IN 5TH-15TH PER)



Sidewalk along Lamar Blvd, looking south toward 15th St Bridge and Downtown

1 priority project:
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Rendering of proposed ped crossing of Lamar Blvd at MLK, by WRT for Pease Park Conservancy

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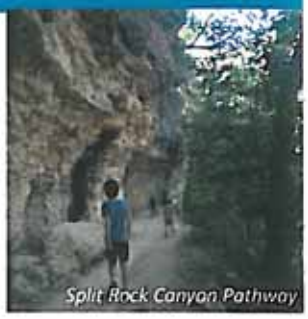
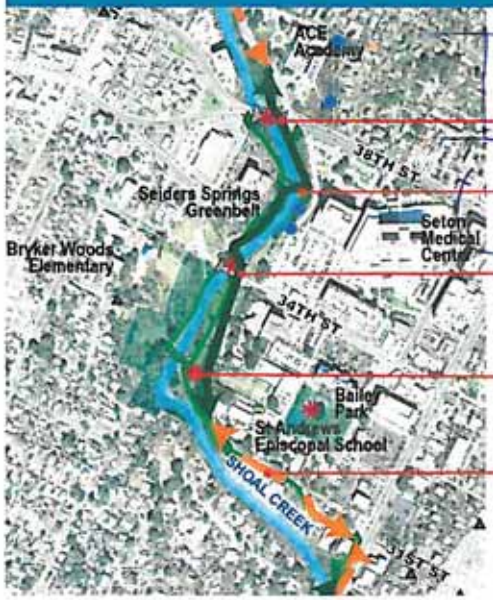

Split Rock Canyon Pathway


Lamar Blvd, looking North

keep east of creek and don't go west

5 priority projects:
A6: 31st to 38th St (Seiders' Springs)



eliminate low-water crossing

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45th St @ Shoal Creek Blvd

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Shoal Creek Blvd @ 38th St, Looking North

1 priority project + cont'd Shoal Creek Blvd project:
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SAFETY GAP: CONSTRUCT UNDERCROSSING AT ALLANDALE RD.

SMALL $: STRIPE FOR 2-WAY CYCLE TRACK ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (PLANNED IN CITY'S BICYCLE MASTER PLAN)


Shoal Creek Blvd looking North

cont'd Shoal Creek Blvd project: B9: 2222 to Foster Ln (Northwest District Park)



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Shoal Creek Blvd looking South toward Foster Ln

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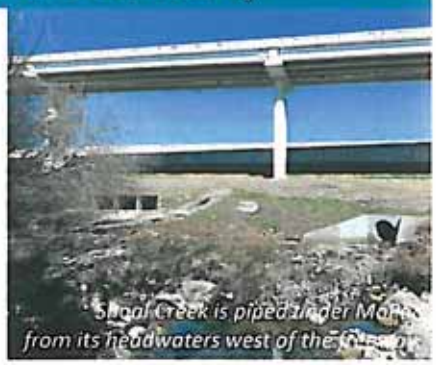
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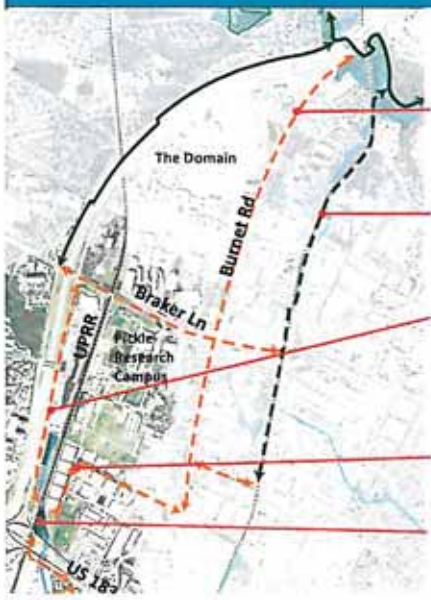

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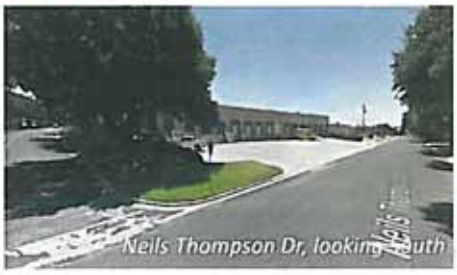

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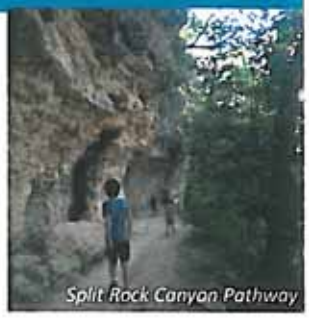
Split Rock Canyon Pathway


Lamar Blvd, looking North

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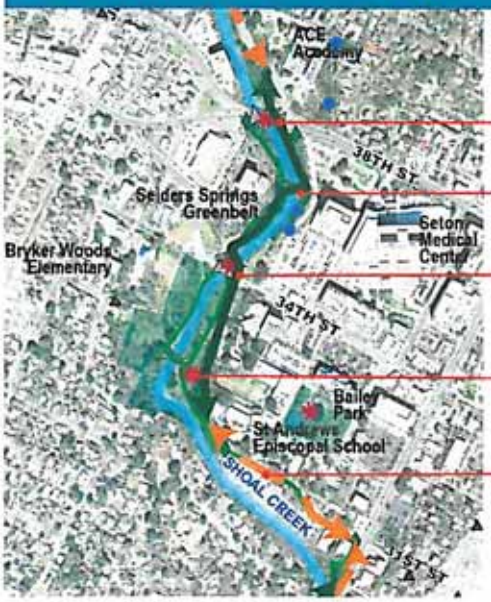

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W. SIDE OF MoPAC

BRIDGE UNDER MOPAC

PERRY LN

↓ NO FUNDING

cont'd Shoal Creek Blvd project: B9: 2222 to Foster Ln (Northwest District Park)



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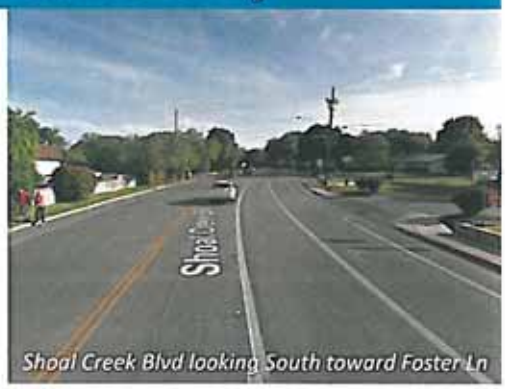
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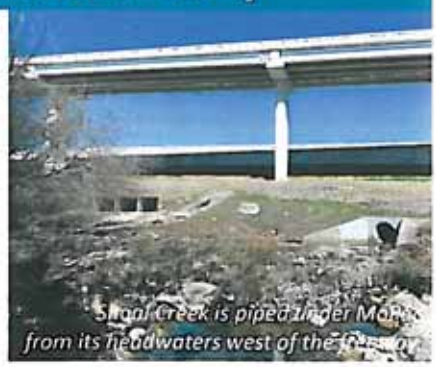
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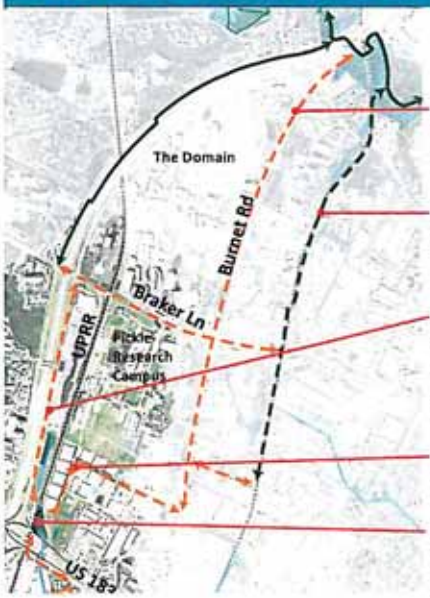

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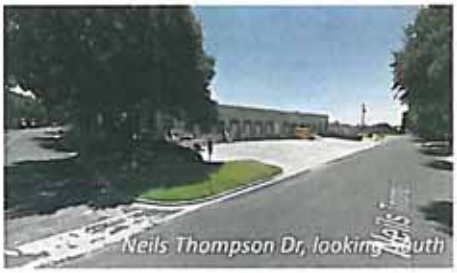

TOP 3

CHRIS RILEY
↳ CTRMA?
↳ (1) 2-WAY CYCLETRACK ON SCB
(2) WAYFINDING

MARY ANN
↳ PARKING? WHERE WILL FOLKS
↳ WAYFINDING

RECREATION VS. COMMUTE?
↳ WHAT YOU HAVE ON TRAIL MIGHT AFFECT
BOTH

JUAN
↳ "GAPS": 31ST TO 38TH & NORTH
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DUNCAN PARK
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STEVE
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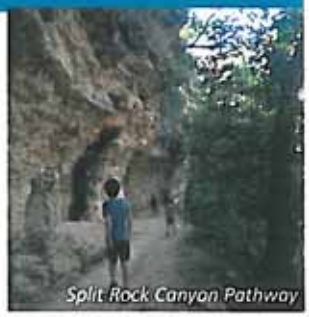
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SMALL $: STRIPE FOR 2-WAY CYCLE TRACK ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (PLANNED IN CITY'S BICYCLE MASTER PLAN)



Sidewalk Project along West 45th/Penny for sidewalk on Westside - One of the traffic safety projects, but more projects than funding - New Water line in Penny (from Valley Castle to 45th) should encompass sidewalk - Need support/

cont'd Shoal Creek Blvd project: B9: 2222 to Foster Ln (Northwest District Park)



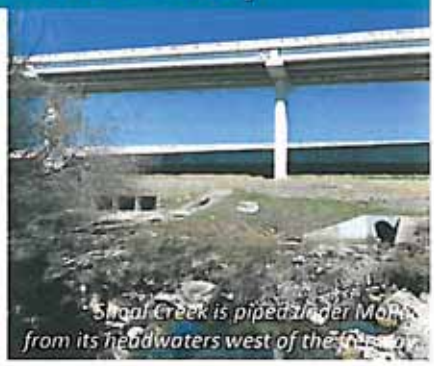
SMALL $: STRIPE FOR 2-WAY CYCLE TRACKS ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (BICYLE FACILITY PLANNED IN BICYCLE MASTER PLAN)


Shoal Creek Blvd looking South toward Foster Ln

1 priority project + cont'd Shoal Creek Blvd project: C10: Foster Ln to US 183 (North Shoal Creek NPA)

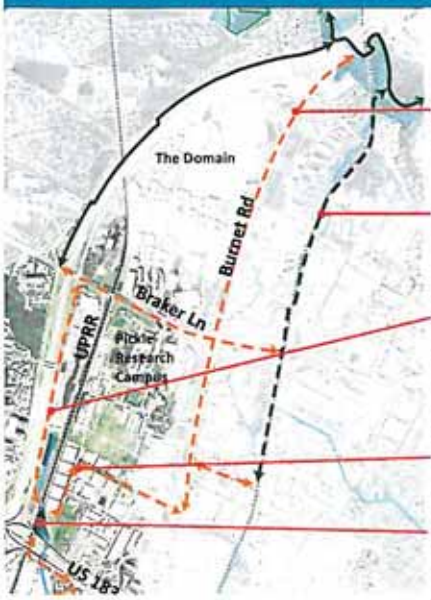


LEVERAGE CTRMA PROJECT: INSTALL LANDSCAPE, PUBLIC ART, LIGHTING IN THIS ISOLATED STRETCH UNDER 183 & MOPAC, ADJACENT TO FREIGHT RAILROAD.


Shoal Creek is piped under MoPac from its headwaters west of the freeway

SMALL $: STRIPE FOR 2-WAY CYCLE TRACK ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (BICYLE FACILITY PLANNED IN BICYCLE MASTER PLAN)

5 priority projects:
C11: US 183 to Walnut Creek Greenway (Headwaters)



CONSTRUCT BURNET RD BIKE/PED FACILITIES ON BURNET RD. (POSSIBLE BOND PROJECT FUNDING)

CONSTRUCT "RAIL-WITH-TRAIL" TO LINK RED LINE STATION (FUNDED BY COA)

SMALL $: WIDEN SIDEWALK FRONTING ARBOR WALK CENTER TO BECOME AN URBAN TRAIL, CONNECTING WEST ACROSS FAR WEST BLVD TO NEW, OFF-STREET TRAIL.

GAP: BUILD CYCLE TRACKS, SIDEWALKS ON NEILS THOMPSON, LONGHORN BLVD TO CONNECT TO BURNET RD.

SAFETY GAP: ENHANCE UNDER-CROSSING OF UPRR TRACKS TO ALLOW BIKE/PED PASSAGE.





25 candidates for priority projects within segments A, B, C

A1: LADY BIRD LAKE - 5TH (DOWNTOWN)
A2: 5TH – 10th (DUNCAN PARK)
A3: 10TH – 15th (HOUSE PARK
A4: 15TH – 24th (PEASE PARK)
A5: 24TH – 31st (SPLIT ROCK CANYON)
A6: 31ST – 38th (SEIDERS' SPRINGS)

B7: 38TH - 45TH (THE GROVE)
B8: 45TH - 2222 (ROSEDALE & ALLANDALE NEIGHBORHOODS)
B9: 2222 - FOSTER LANE (NORTHWEST REC CENTER)

C10: FOSTER LANE - 183 (NORTH SHOAL CREEK NEIGHBORHOOD)
C11: 183 - WALNUT CREEK GREENWAY TRAIL (HEADWATERS)



4 priority projects:
A1: Lady Bird Lake to 5th St (Downtown)




Current trailhead at Shoal Beach


Switchback to 3rd St

LEVERAGING ADJACENT DEVELOPMENT PROJECTS: CONSTRUCT 3RD ST BIKE/PED UNDERPASS & ELIMINATE EXISTING SWITCHBACK RAMPS WEST OF CREEK IN 3RD ST ROW IN ORDER TO FREE THIS SPACE TO BECOME A MAJOR PUBLIC PLAZA. (IN PLANNING BY INDEPENDENT DEVELOPER, ASPEN) RESTORE & REUSE THE HISTORIC 3RD ST RAILROAD TRESTLE AS A SCENIC AND HISTORIC OVERLOOK, TELLING ENVIRONMENTAL HISTORY OF SHOAL CREEK. (IN PLANNING BY SCC)

SMALL $: CONSTRUCT NEW TRAILHEAD & TELL STORY OF EARLY Waterloo SETTLEMENTS HERE, INCLUDING, NATIVE AMERICANS, ANGLOS, HISPANICS AND AFRICAN AMERICANS.

20

* Coordinate w/ Seaholm Planning Effort

4 priority projects (cont'd): A1: Lady Bird Lake to 5th St (Downtown)



GAP: CONSTRUCT BETTER ACCESS TO STREET LEVEL @ 5TH ST, AND PROVIDE INTERPRETATION OF THE 5TH ST HISTORIC BRIDGE.

GAP: CONSTRUCT SUP TO CLOSE GAP" AT INTERSECTION AT WEST AVE. STABILIZE & REVEGETATE ADJACENT STREAMBANK. (PLANNED & FUNDED @ $2M)


Current conditions underneath West Ave


Narrow trail & stair access at 5th St Bridge

2 priority projects: A2: 5th to 10th St (Duncan Park)




Narrow dirt path just north of 6th St bridge


9th St low water crossing

LEVERAGING DUNCAN PARK PROJECT: IMPROVE TRAILS BETWEEN 9TH & 10TH ST – LEAVING LOW-WATER CROSSING AS-IS; INSTALL UNDER-BRIDGE LIGHTING; REMOVE EXTG LOW WATER CROSSING; IMPROVE TRAIL CONNECTIONS TO PARK; CONSTRUCT NEW TRAILHEAD WITH PUBLIC RESTROOM; REMOVE DEAD-END PATHWAY NEXT TO EAST SHORELINE, JUST NORTH OF 10TH ST. TELL HISTORY OF DUNCAN PARK AND THE DEVELOPMENT OF OLD WEST AUSTIN NEIGHBORHOOD. (IN PLANNIING BY PARD, WPD)

GAP: CONSTRUCT TRAIL WHERE NARROW DIRT PATH EXISTS WITH ADJACENT STABILIZATION & REVEGETATION. CONSTRUCT NEW STONE RETAINING WALL TO REPLACE WOOD PILE WALL, AND LINK TO 6TH ST HISTORIC BRIDGE RESTORATION PROJECT. (PLANNED IN 5TH-15TH PER, SCC)

1 priority project:
A3: 10th to 15th St (House Park)



"SAFETY GAP": WIDEN SIDEWALK & PLANT STREET TREES & LOW, STONE WALL BARRIER ALONG THIS HIGH TRAFFIC, WEST SIDE OF LAMAR BLVD, FROM SHOAL CREEK BLVD NORTH NEAR HOUSE PARK TO KINGSBURY GATE. (PLANNED IN PEASE PARK MASTER PLAN & IN 5TH-15TH PER)

Can this be implemented in Pease Park Ph. 1 project?



Sidewalk along Lamar Blvd, looking south toward 15th St Bridge and Downtown

1 priority project:
A4: 15th to 31th St (Pease Park)



LEVERAGE PEASE PARK EFFORTS: MAKE A SAFER PED CROSSING OF LAMAR BLVD @ MLK BLVD. THAT LANDS AT NEW ENTRY TO PEASE PARK FROM THE EAST. (PLANNED IN PEASE PARK MP)



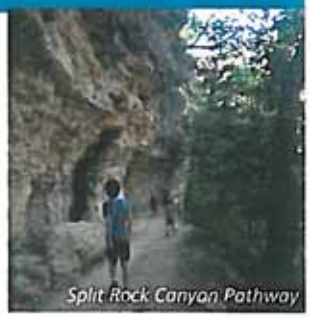
Rendering of proposed ped crossing of Lamar Blvd at MLK, by WRT for Pease Park Conservancy

*same comment as above.

1 priority project:
A5: 24th to 31st St (Split Rock Canyon)



SMALL $: WIDEN SIDEWALK ALONG WEST EDGE OF LAMAR BLVD TO BECOME AN URBAN TRAIL, AS CREEKSIDE TRAIL IS TOO DISTANT FROM THIS MAJOR TRANSPORTATION CORRIDOR, FROM 15TH ST TO 31ST ST. (PLANNED IN PEASE PARK MASTER PLAN)


Split Rock Canyon Pathway


Lamar Blvd, looking North

5 priority projects:
A6: 31st to 38th St (Seiders' Springs)



SAFETY GAP: ENHANCE SAFETY, LIGHTING & REFUGE SPACE @ PED CROSSING @ 38TH ST.

SAFETY GAP: CONSTRUCT BIKE/PED BRIDGE TO REPLACE EXTG, LOW-WATER CROSSING WHICH IS UNSAFE FOR BOTH BIKES & PEDS.

SMALL $: IMPROVE PED CROSSING @ 34TH ST WITH BETTER LIGHTING, PED HYBRID BEACON, SPEED TABLE, ETC.

SMALL $: RESTORE WOOD GAZEBO FOR SMALL, REVENUE-GENERATING EVENTS. PROVIDE INTERPRETATIVE WAY-FINDING.

GAP: RESTRIPE W 31ST ST TO CREATE AN URBAN TRAIL WITHIN EXTG ROAD.

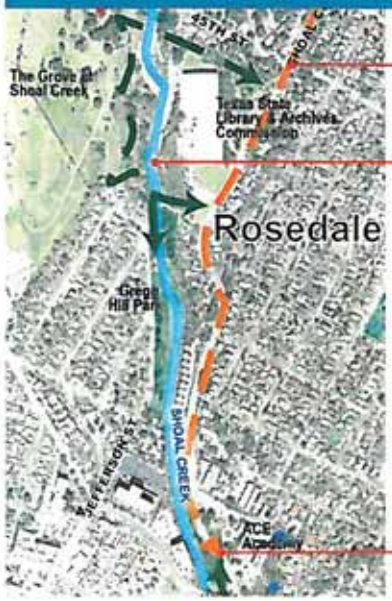

Crossing @ Seiders' Springs


Gazebo for small gatherings


West 31st St, looking West

* Signage for safety/ direction as priority throughout trail

3 priority projects:
B7: 38th to 45th St (The Grove at Shoal Creek)



SAFETY GAP: INSTALL TRAFFIC CONTROLS @ 45TH ST & SHOAL CREEK BLVD.

LEVERAGING GROVE PUD: CONSTRUCT PED BRIDGE ACROSS CREEK. (IN PLANNING WITH GROVE DEVELOPER)


45th St @ Shoal Creek Blvd


Shoal Creek Blvd @ 38th St, Looking North

SMALL $: CREATE SAFER, CLEARER TRANSITION FROM TRAIL TO STREET (2-WAY CYCLE TRACK-WEST SIDE) FROM SHOAL CREEK BLVD. *

easy safety projects first

1 priority project + cont'd Shoal Creek Blvd project:
B8: 45th to 2222 (Rosewood & Allandale Neighborhoods)



SAFETY GAP: CONSTRUCT UNDERCROSSING AT ALLANDALE RD.

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SMALL $: STRIPE FOR 2-WAY CYCLE TRACK ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (PLANNED IN CITY'S BICYCLE MASTER PLAN)



Shoal Creek Blvd looking North

cont'd Shoal Creek Blvd project: B9: 2222 to Foster Ln (Northwest District Park)



SMALL $: STRIPE FOR 2-WAY CYCLE TRACKS ON WEST SIDE OF EXTG ROADWAY, CREATING SPACE FOR FUTURE RAINGARDENS. (BICYLE FACILITY PLANNED IN BICYCLE MASTER PLAN)



Shoal Creek Blvd looking South toward Foster Ln

1 priority project + cont'd Shoal Creek Blvd project: C10: Foster Ln to US 183 (North Shoal Creek NPA)



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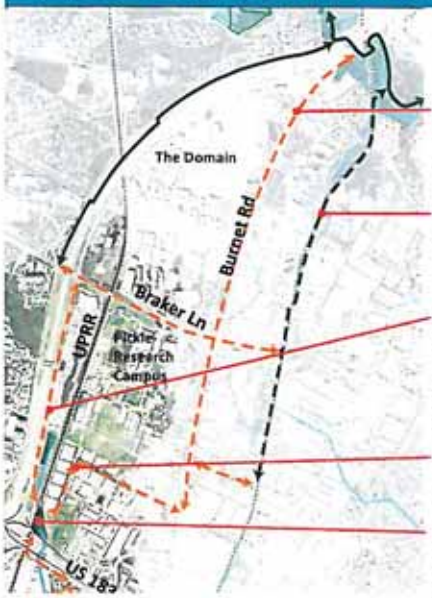

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2022

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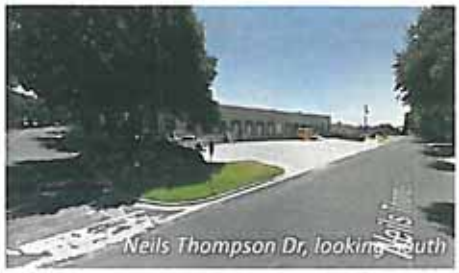

Michelle

11/8/2017

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Current trailhead at Shoal Beach


Switchback to 3rd St

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are they really planning this?

SMALL $: CONSTRUCT NEW TRAILHEAD & TELL STORY OF EARLY SETTLEMENTS HERE, INCLUDING, NATIVE AMERICANS, ANGLOS, HISPANICS AND AFRICAN AMERICANS.

20

4 priority projects (cont'd):
A1: Lady Bird Lake to 5th St (Downtown)



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GAP: CONSTRUCT SUP TO CLOSE GAP" AT INTERSECTION AT WEST AVE. STABILIZE & REVEGETATE ADJACENT STREAMBANK. (PLANNED & FUNDED @ $2M)

Considered done ✓


Current conditions underneath West Ave


Narrow trail & stair access at 5th St Bridge

2 priority projects:
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Narrow dirt path just north of 6th St bridge


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ok for now

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* Street level connection

1 priority project:
A3: 10th to 15th St (House Park)



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ok for now



Sidewalk along Lamar Blvd, looking south toward 15th St Bridge and Downtown

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LEVERAGE PEASE PARK EFFORTS: MAKE A SAFER PED CROSSING OF LAMAR BLVD @ MLK BLVD. THAT LANDS AT NEW ENTRY TO PEASE PARK FROM THE EAST. (PLANNED IN PEASE PARK MP)

ok for now



Rendering of proposed ped crossing of Lamar Blvd at MLK, by WRT for Pease Park Conservancy

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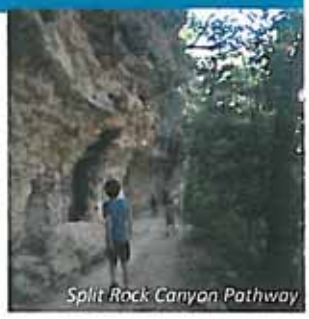
SMALL $: WIDEN SIDEWALK ALONG WEST EDGE OF LAMAR BLVD TO BECOME AN URBAN TRAIL, AS CREEKSIDE TRAIL IS TOO DISTANT FROM THIS MAJOR TRANSPORTATION CORRIDOR, FROM 15TH ST TO 31ST ST. (PLANNED IN PEASE PARK MASTER PLAN)

* impt.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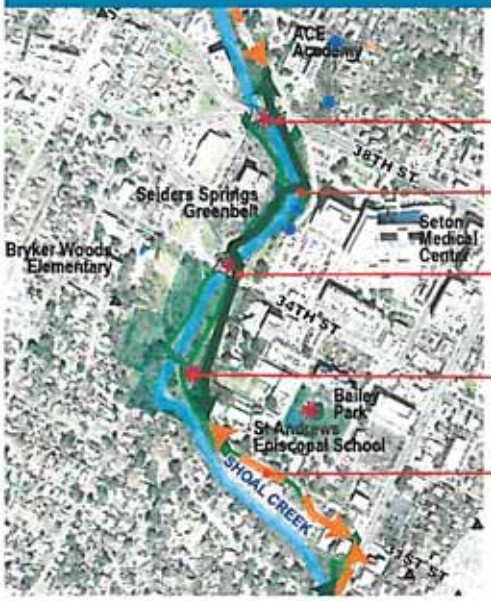


NOT priority

SAFETY GAP: ENHANCE SAFETY, LIGHTING & REFUGE SPACE @ PED CROSSING @ 38TH ST.

* expensive/impt.

SAFETY GAP: CONSTRUCT BIKE/PED BRIDGE TO REPLACE EXTG, LOW-WATER CROSSING WHICH IS UNSAFE FOR BOTH BIKES & PEDS.

SMALL $: IMPROVE PED CROSSING @ 34TH ST WITH BETTER LIGHTING, PED HYBRID BEACON, SPEED TABLE, ETC.

* impt.

SMALL $: RESTORE WOOD GAZEBO FOR SMALL, REVENUE-GENERATING EVENTS. PROVIDE INTERPRETATIVE WAY-FINDING. NOT Priority

GAP: RESTRIPE W 31ST ST TO CREATE AN URBAN TRAIL WITHIN EXTG ROAD.

* impt.


Crossing @ Seiders' Springs


Gazebo for small gatherings


West 31st St, looking West

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.

- DRAFT Goal: Reveal the unique role that Shoal Creek has played in Austin's and America's development.
- DRAFT Goal: Research and document the history of the Project corridor, and develop key narratives or "story-lines" that illuminate and connect the community to its past.
- DRAFT Goal: Develop interpretative signage, public art and other media to interpret both the natural and human history of the corridor.
- DRAFT Goal: Identify and name key spaces, landmarks, nodes and even pathway segments of the Corridor, so these are grounded in its heritage.
- DRAFT Goal: Publish beautiful photographs, both historic and contemporary, of Shoal Creek in the form of notecards, postcards, books, exhibitions, etc., in order to "market" the Corridor.
- DRAFT Goal: Educate youth about the history. Create real historic
- DRAFT Goal: More signs of history that are easier to read & don't fade in sun.
- DRAFT Goal: Public art!
- DRAFT Goal:

I enjoy all the public art along our trails. Would love more!

Art is missing

Guiding Principle 2: Natural Resources & Ecology

Integrate best practices in environmental stewardship, sustainability and resiliency.



• DRAFT Goal: Restore and Enhance Plant Communities - Manage and protect native trees, understory and groundcover to create diverse and aesthetically appealing plant communities; increase riparian habitat; enhance wildlife habitat; and manage invasive species.

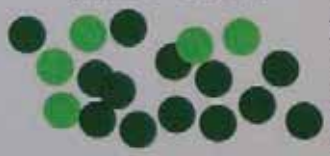


• DRAFT Goal: Repair and Improve Ecological Function – Manage landscape to better absorb and clean water, protect seeps and springs, regenerate native flora, filter air, improve and stabilize soil, reduce urban temperatures, mitigate erosion, minimize and reduce floodplain disturbance, stabilize creek banks and provide more shade.

Improved absorption at min water-shed mgmt.



• DRAFT Goal: Enhance Resiliency – Manage landscape and infrastruc to adapt to and withstand drought, flooding, heavy use, climate change and other major disturbances.



• DRAFT Goal: Enhance the "user experience" – Provide aesthetically pleasing, compelling and shaded natural surroundings. Interpret natural areas and ecology. Provide access to natural areas and connections to transit nodes, while reducing impacts to ecological function.



• DRAFT Goal: Facilitate Stewardship – Catalyze opportunities to appreciate, observe and care for the natural environment.

• DRAFT Goal: .....

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• DRAFT Goal: .....

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• DRAFT Goal: .....

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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.

- DRAFT Goal: Prioritize those access improvements that create "ladders of opportunity" for the community, connecting people to schools, work places, public services and public open space.
- DRAFT Goal: Establish clear trail gateways, trailheads and way-finding signs that call out bicycle and walking travel-time to key public destinations.
- DRAFT Goal: Provide shade along all public pathways and within connecting parks and activity spaces, so these are useable during summer months.
- DRAFT Goal: With Capital Metro, AISD and other partners, promote the transit-to-trail connections that already exist. Improve local bus stops along the Corridor and provide way-finding to the Corridor pathway system.
- DRAFT Goal: Provide support infrastructure for Bicyclists – racks, lights, air pump stations, etc.
- DRAFT Goal: Multi-modal access for neighborhoods west of Mopac
- DRAFT Goal: Efficient & effective transportation
- DRAFT Goal:

Coordination w/ CAP Metro bus service that is fast getting North & South

So you can ride North or South & take trail home

All trail design must take trail maintenance into account

Guiding Principle 4: Safety, Health & Well-Being

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

- DRAFT Goal: Ensure that there is adequate lighting along the pathways, along with video cameras and call-boxes, to increase security at all hours of the day.

No video cameras—

- DRAFT Goal: Develop programs and promotional materials to be distributed within nearby schools, churches, workplaces, retailers, etc., that promote the Shoal Creek pathway system as an active transportation link.

- DRAFT Goal: Create fitness "parcourses" along different segments of the Shoal Creek pathway, that encourage and guide physical activity and are designed to engage all ages and abilities.

- DRAFT Goal: Design the pathway and the overall system to minimize conflicts between the various types of users, including joggers, walkers, bicyclists, dog-walkers, strollers, skateboarders, wheelchairs, etc. Where possible and not intrusive to the natural environment, provide "dual tracks", or separate paths for wheeled and non-wheeled users.

- DRAFT Goal: Provide a smoke free environment to provide clean, fresh air

- DRAFT Goal:

- DRAFT Goal:

- DRAFT Goal:



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.

- DRAFT Goal: Preserve places of tranquility and refuge throughout the Shoal Creek Corridor, and locate the more active, noisier activities and events spaces well away from these areas.
- DRAFT Goal: Connect both children and adults to nature. Create an environment that helps people de-stress and be present in and aware of nature.
- DRAFT Goal: Focus the more active recreation in the existing parks.
- DRAFT Goal: Understand what recreational facilities and other activities may be "missing" in the nearby public parks and recreational facilities, so that the Shoal Creek Corridor can potentially offer these, along its pathway system, where appropriate.
- DRAFT Goal: Using input from the community, locate new places in the Corridor that could serve as trailheads, community gathering and events, picnicking, sports, etc.
- DRAFT Goal: Promote education and interpretation about the natural and human history of the Shoal Creek Corridor.
- DRAFT Goal: DEVELOP LINEAR ACTIVITIES SUCH AS DISK GOLF THAT FOCUS USE ALONG THE LENGTH OF THE CREEK
- DRAFT Goal:
- DRAFT Goal:

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.

- DRAFT Goal: Boost membership to the Shoal Creek Conservancy, targeting businesses, employers and residents within the watershed.
- DRAFT Goal: Garner support and interest from next-generation and under-served communities.
- DRAFT Goal: Support future bond packages by the City and Travis County to create a continuous and functional pathway system.
- DRAFT Goal: With the City of Austin, develop a "Great Creeks" Improvement Program, similar to that of the City's existing Great Streets Development Program, whereby property owners may participate in funding creekside improvements.
- DRAFT Goal: Promote improvements on the Shoal Creek pathway system as an important way to increase bicycle-riding by the Austin public, per the recently-launched Big Jump initiative
- DRAFT Goal:
- DRAFT Goal:
- DRAFT Goal:
- DRAFT Goal:

Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for the Cypress & Shoal Focus Area

APPENDIX A.11

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 by MoA - POSSIBLY COMBINE SPACE WITH WITH TRESTLE
- Redesign the West 3rd Street ROW so it functions as a clearer, multi-modal connection through the Seaholm District.
- Create more access/connectivity to the Creek (STAIRS/TERRACING 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.
- CLARIFY VEHICLE, BIKE & PED MOVEMENTS @ 360 & WEST INTERSECTIONS! MAYBE A RAISED INTERSECTION
- POCKET PARK WHERE INDEPENDENT CONSTRUCTION TRAILER CURRENTLY SITS
- MORE DRINKING 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. YES!
- 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 360 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, Cirrus, Facebook) to create an interactive way-finding system.

Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for the Duncan Park Focus Area

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 Wooldridge Square.
- Tell the story of how Duncan Park came to be a public park, and find out who was "Duncan".
- Physical connections between Duncan / Wooldridge / Congress / Hamilton
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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.
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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.

- 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.
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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.

- 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 IN TRAIL IS A RISING PROBLEM - CAN WE ADD LIGHTING + EMERGENCY CALL BOXES?
- INSTALL WATER/DRINKING FOUNTAINS & BATHROOMS ALONG THE ROUTE
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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.

- 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 Klyde Warren Park (Dallas) programming
- plan for?
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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.

- 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).
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Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for the Seiders' Springs Focus Area

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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Shoal Creek Trail: Vision to Action Plan

Guiding Principles with Goals for the 183 & MoPac Focus Area

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 Thomspon 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 in 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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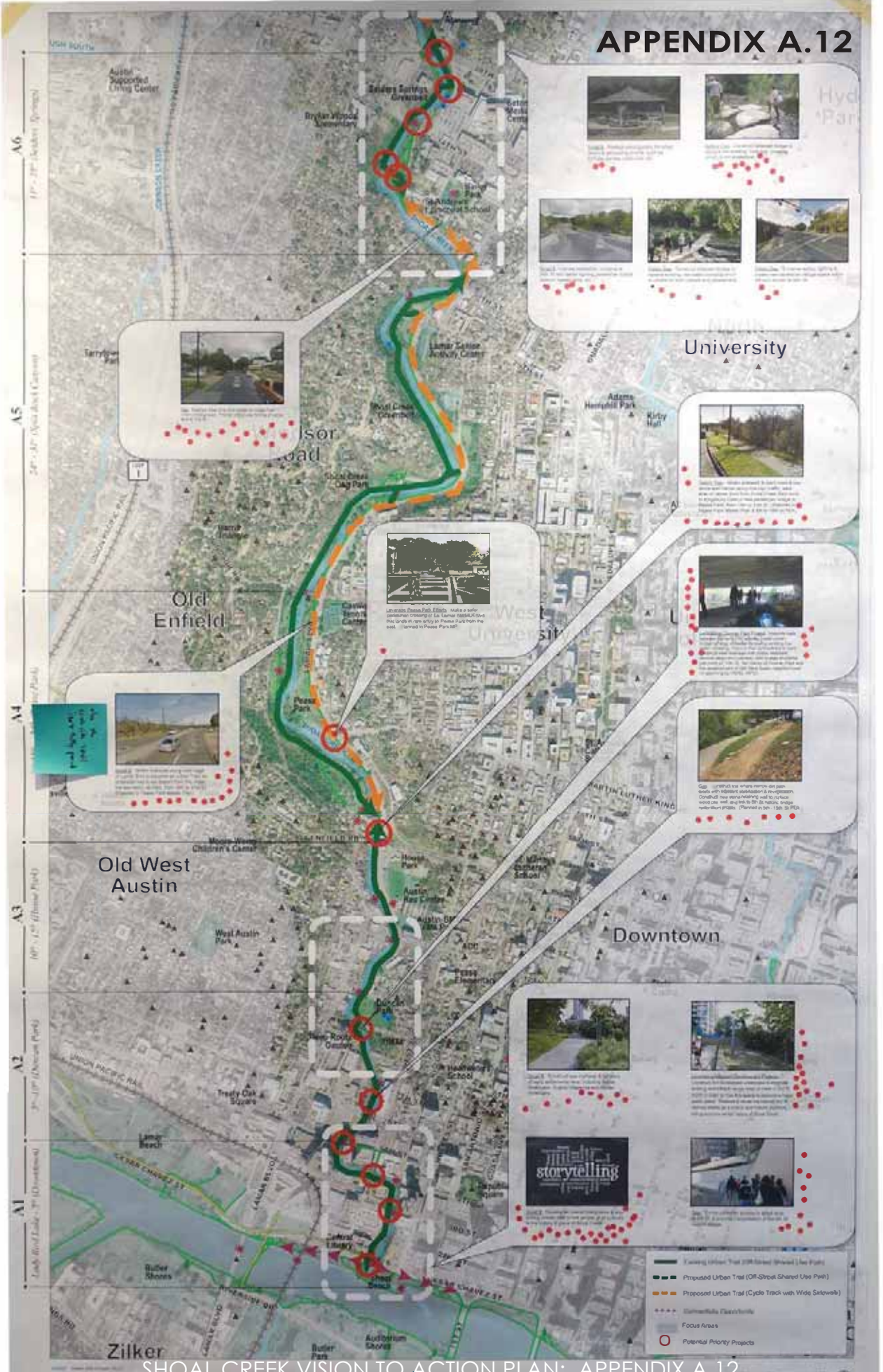
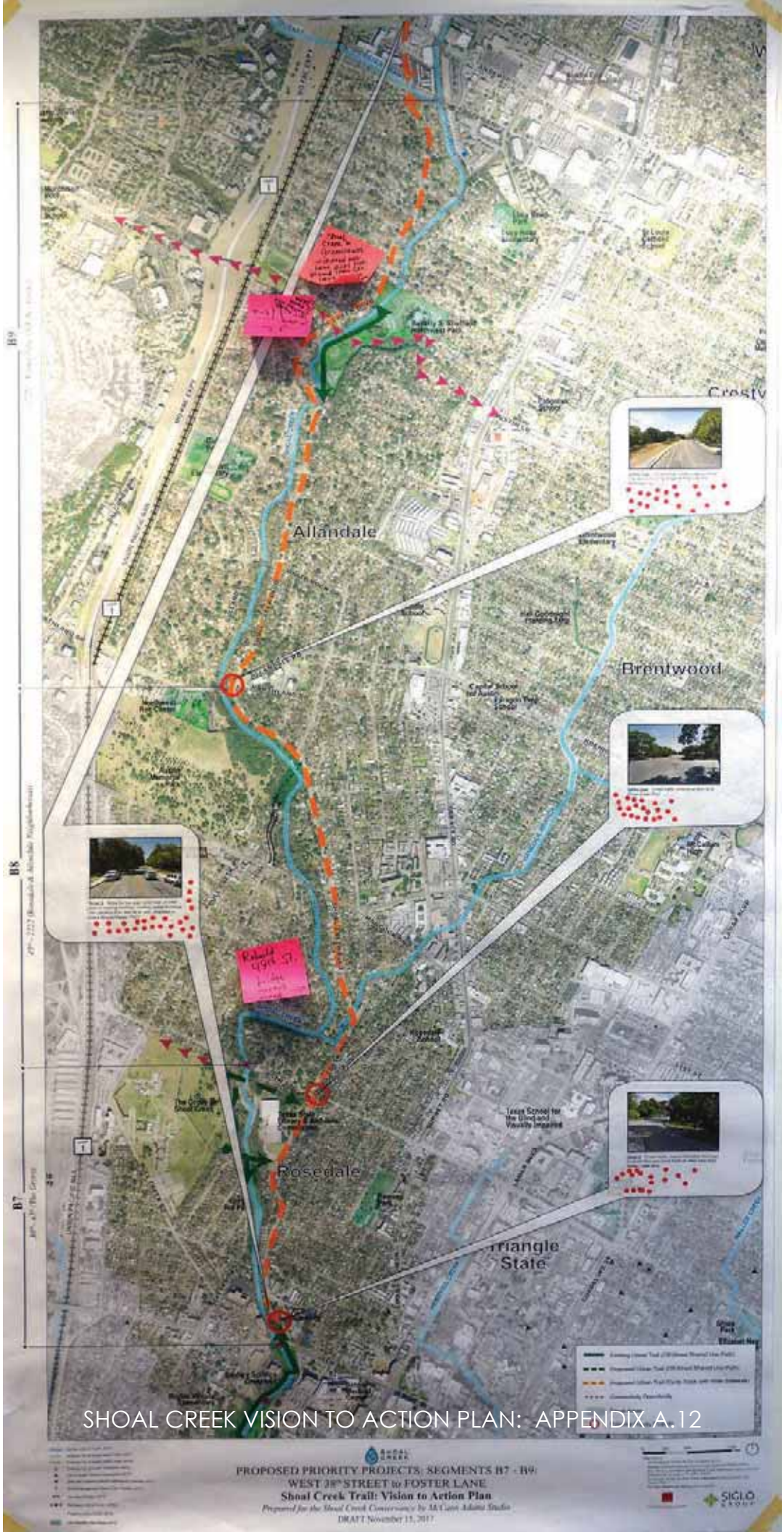
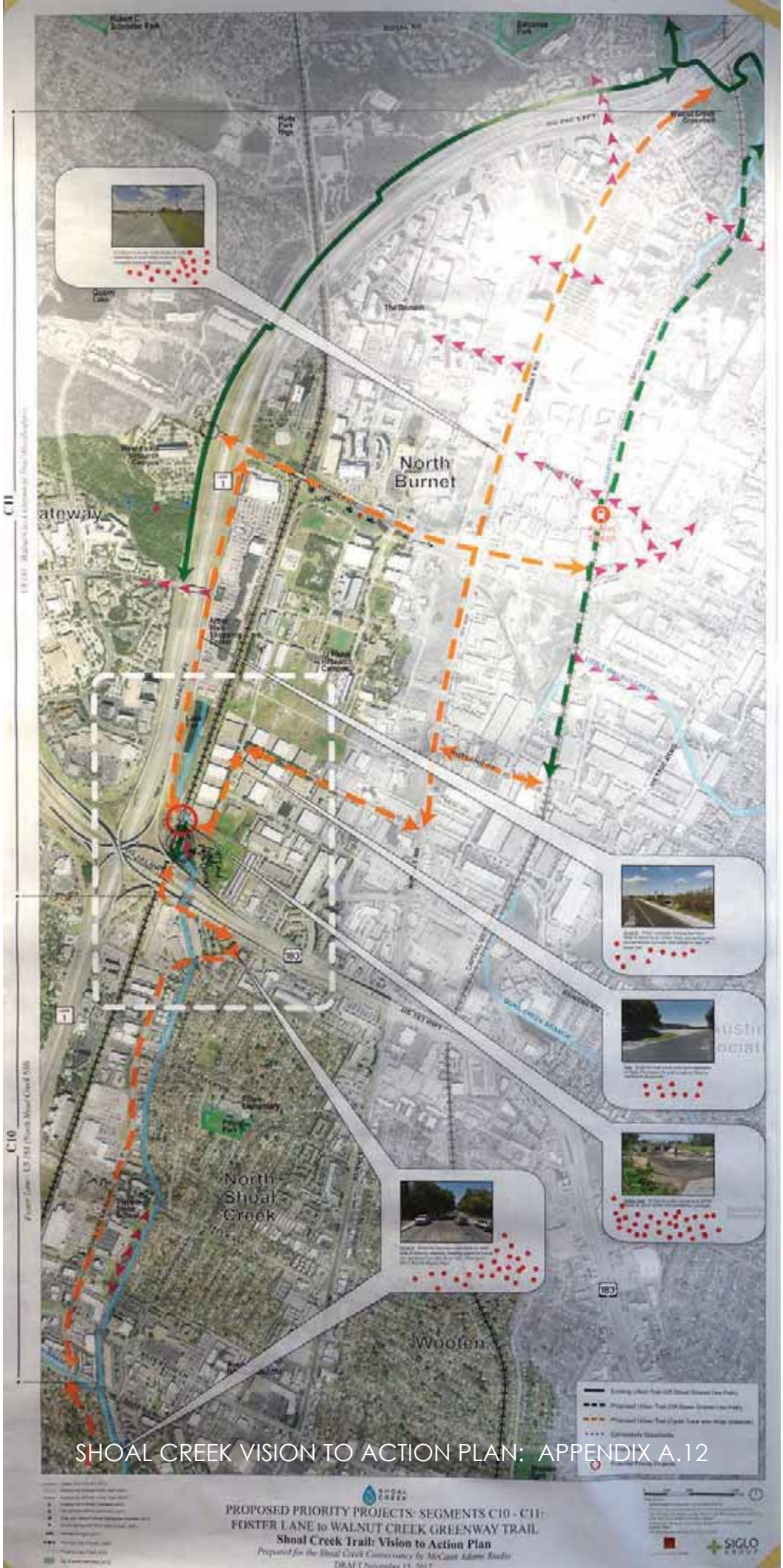
APPENDIX A.12



PROPOSED PRIORITY PROJECTS: SEGMENTS A1 - A6:
LADY BIRD LAKE to WEST 38th STREET
Shoal Creek Trail: Vision to Action Plan
Prepared for the Shoal Creek Conservancy by McCann Adams Studio
DRAFT November 15, 2017


Allandale
Brentwood
Rosedale
Triangle State
B9
B8
B7
PROPOSED PRIORITY PROJECTS: SEGMENTS B7 - B9:
WEST 38th STREET to FOSTER LANE
Shoal Creek Trail: Vision to Action Plan
Prepared for the Shoal Creek Conservancy by McCann Adams Studio
DRAFT November 15, 2017



SHOAL CREEK VISION TO ACTION PLAN: APPENDIX A.12

Shoal Creek Trail: Vision to Action Plan
Boards & Commissions Presentations

In summer 2018, informational presentations on the draft Shoal Creek Trail: Vision to Action Plan were provided to key City of Austin boards and commissions. The presentations were given primarily by Janae Ryan with the City of Austin Public Works Department and Joanna Wolaver with Shoal Creek Conservancy, and included the following:

- *Historic Landmark Commission* – Monday, June 25, 2018 at 6 p.m.
- *Parks and Recreation Board* – Tuesday, June 26, 2018 at 6 p.m.
- *Pedestrian Advisory Council* – Monday, July 9, 2018 at 6 p.m.
- *Urban Transportation Commission* – Tuesday, July 10, 2018 at 5 p.m.
- *Bicycle Advisory Council* – Tuesday, July 17, 2018 at 6 p.m.
- *Downtown Commission* – Wednesday, July 18, 2018 at 5:30 p.m.
- *Planning Commission* – Tuesday, July 24, 2018 at 6 p.m.

While no action was requested, the Pedestrian Advisory Council, the Bicycle Advisory Council, and the Downtown Commission recommended support of the Shoal Creek Trail Vision to Action Plan. The language approved is included below and in the following attachments.

- **Pedestrian Advisory Council** is supportive of adopting the draft plan as an addendum to the Urban Trails Master Plan and rapidly implementing the five Priority Projects. (Attached)

- **Bicycle Advisory Council** adopted the following motion with a 9-0 vote with Alcorn absent and Thayer designated to vote in Eden's absence*:* "The Bicycle Advisory Council is supportive of adopting the Shoal Creek Trail: Vision to Action draft plan as an addendum to the Urban Trails Master Plan and rapidly implementing the five priority projects." (Attached)

- **Downtown Commission** made a recommendation "To support the Shoal Creek Trail Vision to Action Plan as presented." (Attached)

Pedestrian Advisory Council

Recommendation Number 20180709-05A: Shoal Creek Trail: Vision to Action Plan

WHEREAS, the Pedestrian Advisory Council (PAC) advises City of Austin on pedestrian planning, policy, design, funding, education, and enforcement efforts regarding the creation, maintenance and operation of pedestrian facilities in order to ensure a safe and enjoyable circulation for both commuting and recreation within the City of Austin;

WHEREAS, the PAC has reviewed the Shoal Creek Trail: Vision to Action Plan (June 21, 2018 Draft);

WHEREAS, the PAC has considered the benefits of the Shoal Creek Trail improvements which include the following:

- Provides a continuous, shaded route for active modes of transportation that connects multiple neighborhoods to and from the central business district
- Increases safety by separating users from vehicle traffic
- Provides a recreational amenity to users which can improve physical and mental well-being
- Improves safe routes to schools for children

WHEREAS, the Shoal Creek Trail: Vision to Action Plan has outlined the following Priority Projects:

1. Shoal Creek Boulevard restriping from 38th St to Foster Ln creating bike lanes and wider side walks
2. Wayfinding & Interpretation for the entire Shoal Creek Trail Corridor
3. Build Safe Crossings at key safety "gaps" along the route, including the crossings at W. 34th and W. 38th streets as well as the intersection of W. 45th St and Shoal Creek Blvd
4. Cypress & Shoal: rehabilitation and re-use of the historic trestle bridge as a scenic overlook and public plaza
5. Critical infrastructure improvements between 5th and 6th Street

NOW, THEREFORE, BE IT RESOLVED that the Pedestrian Advisory Council is supportive of adopting the draft plan as an addendum to the Urban Trails Master Plan and rapidly implementing the five Priority Projects.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the PAC encourages staff to ensure that the final designs promote increased access for users of all abilities and that signalization and intersection improvements prioritize active modes of transportation over vehicles. Examples of improvements include leading pedestrian intervals (LPIs), raised cross walks, pedestrian hybrid beacons (PHBs), pedestrian refuge islands, automatic pedestrian recall, and themed wayfinding that identifies a clear path of travel.

Date of Approval: July 10, 2018

Vote: 5-0 with Gamble, Greenfield, Kinney, and Veazey absent

Attest:



Branigan Mulcahy, Pedestrian Advisory Council Chair

BICYCLE ADVISORY COUNCIL (BAC)
TUESDAY JULY 17, 2018 – 6:00 PM
AUSTIN CITY HALL – ROOM 1027
301 W. SECOND STREET AUSTIN, TEXAS 78701

MEETING MINUTES

CALL TO ORDER: The meeting was called to order at 6:00 p.m. by Chair Tomasita Louviere-Ligons.

Full Members in Attendance:

Tomasita Louviere-Ligons (Chair)	James Lentz	Patricia Schaub
Kathryn Flowers (Vice Chair)	Raquel Marie Ortega	
Tristan Heinen	Alicia Santiago	

Full Members Absent:

Louis Alcorn	Tommy Eden

Alternate Members in Attendance:

Katie Deolloz	Eryn Moris	Tom Thayer
Christopher Heathcott	Lori Merlino	

Alternate Members Absent:

Teresa Anderson	John Koonz	Tom Wald

City Staff in Attendance:

Janae Spence, Public Works	Dylan Johnstone, Austin Transportation
Mike Schofield, Austin Transportation	Alison Mills, Austin Transportation
Tyler Wong, Austin Transportation	

Guests in Attendance:

Bradley Sloan	Rich Hollenbeck
Jim Newsome	Joe Deshotel, Lime
John Woodley	Glenn Meter
Nina Rinaldi, Shoal Creek Conservancy	Chris Riley
Michelle Slattery, McCann Adams Studio	Whitney Gondola
Jason VanFickell	

1. INTRODUCTIONS

2. CITIZEN COMMUNICATION: GENERAL

- Bradley Sloan: spoke in opposition to the City Code Section 8-1-31 (Use of Motor vehicles in Parks), which prohibits the use of motorized scooters and bicycles in public recreation areas.
- Raquel Ortega on behalf of Cat Conner: Shared concern regarding dockless bike share bikes taking up bicycle parking spaces.
- Raquel Ortega on behalf of Brandon Grant: expressed concern regarding Ofo bikes being parked in a manner that obstructs access to bike racks

3. APPROVAL OF JUNE 2018 MEETING MINUTES

The June 19, 2018 meeting minutes were approved as amended on Merlino motion, Heinen second on a 9-0 vote, with Alcorn absent and Thayer designated to vote in Eden's absence. The approved minutes can be found on the BAC's webpage.

4. UPDATE ON FATALITIES IN AUSTIN CAUSED BY TRAFFIC CRASHES

Patricia Schaub read aloud the names of the three people killed in traffic crashes on Austin streets since the BAC last met: Michael Watson, Glenn Christopher Lewis, and Pinkeshkumar Dineshbhai Pate.

5. ITEMS FROM STAFF

A. Shoal Creek Trail: Vision to Action Plan – Briefing and Possible Action

Janae Spence, Acting Community Services Division Manager for the Public Works Department, gave a presentation on the Shoal Creek Trail: Vision to Action Plan.

Action taken: The following motion was adopted on Schaub motion, Heinen second on a 9-0 vote: *the BAC is supportive of adopting the Shoal Creek Trail: Vision to Action draft plan as an addendum to the Urban Trails Master Plan and rapidly implementing the five priority projects.*

6. ITEMS FROM BAC

A. Duval Street (San Jacinto Boulevard to 53rd Street) – Discussion and Possible Action

Alison Mills, Street Designer for the Austin Transportation Department (ATD), and Laura Dierenfield, Active Transportation and Street Design Division Manager for ATD, gave an overview of the public participation process for the Duval Street project and answered BAC member and meeting attendee questions.

No action taken. The Duval Street Project Summary can be found on the BAC's webpage.

B. BAC Bylaw Revisions – Discussion and Possible Action

Action taken: A motion to officially adopt revised bylaws of the Bicycle Advisory Council was adopted on Santiago motion, Lentz second on a 9-0 vote. The updated bylaws can be found on the BAC's webpage.

7. UPDATES

- **Pedestrian Advisory Council**: In July, the PAC adopted a motion regarding the Shoal Creek Trail: Vision to Action Plan.
- **Urban Transportation Commission**: In July the UTC adopted their Annual Internal Report and heard briefings regarding the Shoal Creek Trail: Vision to Action Plan, Booting Regulations, and 2018 Bond Development.

8. FUTURE ITEMS

- Dockless Mobility (Staff; August)
- Use of ebikes on City trails (Deolloz, Schaub; August)
- Bike Parking (Ortega; September)
- Railroad Crossings (Eden; September)
- Speedway through UT campus (Lentz; TBD)
- Parking Benefit Districts (Heinen, TBD)
- Public Works sealcoating (Lentz; TBD)
- Congress Avenue bridge (Schaub; TBD)
- Sidewalk Riding Code Changes

9. ADJOURN

Meeting was adjourned at 7:30 p.m. by Chair Tomasita Louviere-Ligons.

DOWNTOWN COMMISSION RECOMMENDATION 20180718-004

Date: July 18, 2018

Subject: Shoal Creek Vision to Action Plan

Motioned By: Vice Chair Bristol Seconded By: Commissioner Harrison

Recommendation:
To support the Shoal Creek Vision to Action Plan as presented.

Vote 7-0

For: Chair Joel Sher, Vice Chair Jennifer Bristol, Commissioner David Gomez, Commissioner Andrew Harrison, Commission Chris Kanipe, Commissioner Christopher Lehman, Commissioner Megan Meisenbach

Against: None

Abstain: Commissioner August Harris

Absent: Commissioner Wardaleen Belvin, Commissioner Timothy Moore, and Commissioner Sam Sargent

Attest: Mona Sanchez, Liaison, Downtown Commission

Chair Joel Sher, Downtown Commission

Mona Sanchez Date: 7/27/18

Joel Sher Date: 7/27/18

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

	I am a current Trail user.	I do not currently use the Trail but would use it if Trail conditions were improved.	I live near the Shoal Creek Trail or the proposed Trail extension.	I work near the Shoal Creek Trail or the proposed Trail extension.	Other	Guiding Principle	Trail Plan Section	What do you like about the Plan? How could the Plan be improved?	Entry Date	Source
1	√					Connectivity and Community Access	A	Love it!	6/8/2018	Website
2	√		√			Connectivity and Community Access	A	I love it!	6/13/2018	Website
3	√	√	√	√	√	Connectivity and Community Access	B	I love it!	6/19/2018	Website
4	√		√			Connectivity and Community Access, Safety, Health and Well-Being	A	I would love for there to be a way to travel under the bridge at 2222 and Shoal Creek like at 35th/38th Street. It would make a big impact on our community here because the kids on the south side of the road go to Lamar and Gullett on the North side of 2222. I have been trying to find out from the City the right person to talk to to make this happen.	6/29/2018	Website
5	√		√			Safety, Health and Well-Being, Activities and Recreation	B	I am very concerned about the high priority given to creating a protected 2-way bike lane all the way through Allandale to Foster. Not that I'm opposed -- quite the contrary. But as an Allandale resident, I know how controversial this will be. As one who has taken part in all the debates that led to the current striping on SCB, I can assure you: restriping SCB is the third rail of Allandale neighborhood politics! Past attempts stirred fury that caused the City Council to backpedal furiously! If you make this the top priority, the whole trail plan will hit a brick wall before it can even get started. I'm not suggesting to remove this part of the plan. Just start elsewhere and get some momentum before you take this on.	6/29/2018	Website
6	√		√			Safety, Health and Well-Being, Activities and Recreation	A	I think it's great to merge the two for a longer and smoother bike experience that doesn't involve a lot of vehicle traffic.	6/30/2018	Website
7	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	BIKE FRIENDLY!!! It's a huge hassle to ride a bike from near the Domain to anywhere downtown or East Austin currently. Knowing this is coming gives momentum to getting people around our city without contributing automobile traffic. Love it.	7/5/2018	Website
8				√		Safety, Health and Well-Being, Activities and Recreation	B	The trail sections shown on your Draft Report pages 49 and 51 look very dangerous and will by code require a 42" tall guardrail at the trail edge where the grade drop is in excess of 30". The guardrail preferably would be installed continuously, as an unprotected grade change of more than 6" is dangerous for trail surfaces subject to bicycle use.	7/5/2018	Website
9	√		√			Safety, Health and Well-Being, Activities and Recreation	A	Do not put in a low water crossing below the Bryker Woods School. We like the rock crossing just the way it is. Also, do not "improve" the picnic shelter in that area. There's no need to make it into more than it is. It is used and enjoyed by the neighbors just the way it is. too much "development" in this plan.	7/6/2018	Website
10			√			Connectivity and Community Access, Activities and Recreation	B	I live near to Segment B and have long wished for the trail to extend closer to my area of town. I would use the trail on a regular basis if it was closer, but due to the distance from me, I only use the existing trail occasionally. I would love to be able to use the new trail to commute to work.	7/8/2018	Website
11	√		√			History and Culture, Safety, Health and Well-Being, Activities and Recreation	B	Good plan that focuses on mobility, but balanced by other issues. I read the plan. My absolute comment and a high concern is that this plan doesn't go far enough to create a vision for how to transform the ecological conditions for shoal creek by improving its watershed, particularly at Seider Springs. I learned all kinds of history and how this creek had a special place in the hearts of many for being a great place for swimming. Out of all the activities, hands down, I want to be able to swim in the creek. I imagine swimming in water holes of Split Rock Pool, Blue Hole, and Seider Springs just how residents did decades ago. Using bio swales and other techniques to clean and slow the run off of water, would it be possible to have the creek flowing regularly again? I actually went through the creek today. I found Split Rock and Seider Springs hole and I saw the spring flowing from it. I wished there was more. I wish the water was cleaner. This proposed plan does a lot for cyclists and those who want to enjoy a refuge from urban life. What it doesn't do enough is bring back the creek to its original form and one of its most original and life giving uses: swimming in the cool spring waters on a hot Texas day! Why couldn't Seider springs be like the Barton Springs north of the Colorado? Why couldn't this area transform into something as beautiful and essential to the city as Zilker Park and Barton Springs? Though smaller, I believe Shoal Creek has all the right elements to be as charming as those.	7/9/2018	Website

	I am a current Trail user.	I do not currently use the Trail but would use it if Trail conditions were improved.	I live near the Shoal Creek Trail or the proposed Trail extension.	I work near the Shoal Creek Trail or the proposed Trail extension.	Other	Guiding Principle	Trail Plan Section	What do you like about the Plan? How could the Plan be improved?	Entry Date	Source
12	√		√			Safety, Health and Well-Being	B	Nearly everyone in Allandale from 2222 to Foster on the west side of Shoal Creek has to cross or travel down Shoal Creek Blvd to leave the area as there are no other exits to the west, north or east. This will cause far greater conflict and street intersections with a west-side bike track than one on the east.	7/9/2018	Website
13	√					Connectivity and Community Access, Activities and Recreation	B	Some quick nitpicky feedback on the plan, page 65. Here it's talking about the section north of Foster Lane to 183, and states that there are two existing bike lanes. This isn't actually true immediately south of Anderson Lane. Here, the bike lanes are lost. And it isn't just a quick intersection treatment, even going southbound, the lanes are missing for ~400 feet. Given that, it would be great if at least this subsection could be bumped up in priority. It's basically the only section entirely missing lanes between 38th and 183.	7/9/2018	Website
14	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	A	I am very excited to link part of the city to Town Lake trail. This will allow safe running, walking and biking. The incredible vibe from Town Lake will be extended through out Austin	7/10/2018	Website
15		√				Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	Any time we can improve both pedestrian and cycling commuting and recreation we all win! Better health, better air quality, friendlier Austin! Please connect it and make it safer asap! We regularly run up to 26miles and cycle over 50miles. We would love to use this!	7/11/2018	Website
16	√					Safety, Health and Well-Being, Activities and Recreation	A	Please make sure that the plan addresses how to keep protected bike lane clean (after a rain storm, broken glass, etc.). Existing street sweepers may not be able to travel down narrow path of a protected bike lane. I see this as a common issue while bike riding in cities around the world that have implemented protected bike lanes.	7/12/2018	Website
17	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	A	Please DON'T put a double bike lane on one side of Shoal Creek. It's a perfectly wonderful bike lane now and functions as intended! LOTS of cyclists use it safely now. I live in Barton Hills and am a cyclist and a motorist. We have a double bike lane on one side of the street and have had 2 bicycle/motorist collisions since it was reconfigured a year ago. (we didn't have any accidents previously) Here are some reasons why a double bike lane on one side of the street doesn't work: 1. Many motorists turning from a cross street look left and then turn to the right, without looking to the right, where a cyclist would be coming from with a double bike lane situation. I have had (and continue to have) many near misses due to this situation. The city tells me that motorists will adapt, but this situation hasn't improved in the last year at all! Many motorists are not residents of the area and don't travel the street regularly. And don't think the city will put up signage on the cross streets asking motorists to look both ways - they won't! We've been asking for a year and nothing has been done except small signs on a flexible post in between the double bike lane and the car lane, which do nothing but get hit by motorists! 2. There are lots of curves on Shoal Creek Blvd. (just like Barton Hills) so you have to think about the "blind curves": a motorist turns right from a side street and even if they look to the right, there is a curve which limits their visibility of cyclists. Some of the curves limit visibility in both directions so the motorist would have to diligently look in both directions to try to see around a curve before proceeding through the bike lane. Sometimes there is foilage blocking their view so they inch out into the bike lane to see, and now with bikes coming in both directions, you create problems. 3. Cars turning left off of Barton Hills onto a side street (that have to cross the double bike lane) do not, cannot, or will not look over their left shoulder to see if a cyclist is coming (traveling in the same direction) before turning! Motorists are used to looking over their right shoulder but not their left, for cyclists. 4. People who live on that side of the street where the double bike lane is don't like that there's no parking in front of their houses, and frequently park in the bike lane or let their pool guy, or A/C repairman, or lawn care folks park in the bike lane, making it hazardous. UPS and FedEx drivers, and movers regularly clog the bike lanes. 5. MANY, MANY, MANY cyclists safely use Shoal Creek to ride currently. The old adage fits in this case: "if it ain't broke, don't fix it". The Shoal Creek bike/parking is currently WIDE ENOUGH to accommodate a cyclist being able to safely pass a parked car without having to travel into the car lane. The article I read in the Statesman makes it sound like the Shoal Creek trail is being extended and there's no bike lane on Shoal Creek currently. There is a bike lane and it functions well! I don't understand why money needs to be spent to fix a non-existent problem, but create a more hazardous travel for cyclists! We've already seen a huge waste of money on Shoal Creek when "islands" were installed in the bike lane for $ 500K and then taken out a year later! I would be happy to meet you in person (on a bicycle perhaps) to show you the hazards on Barton Hills Drive that have been created by a double bike lane on Shoal Creek. And I would also be happy to meet at Shoal Creek to show you potential problem areas there also. There is a much greater volume of motorist and cyclist traffic on Shoal Creek so I think there would be much more confusion and danger created! Please don't put a double bike lane on Shoal Creek! The only improvement I would suggest to to install the little white bumps on the edge of the current bike lane for safety.	7/13/2018	Email

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

	I am a current Trail user.	I do not currently use the Trail but would use it if Trail conditions were improved.	I live near the Shoal Creek Trail or the proposed Trail extension.	I work near the Shoal Creek Trail or the proposed Trail extension.	Other	Guiding Principle	Trail Plan Section	What do you like about the Plan? How could the Plan be improved?	Entry Date	Source
18	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	A	just wanted to share my feedback on the bike lane that was added to Barton hills drive since I hear shoal creek will be looking into a project similar to this one. I think residents in our neighborhood (Barton hills) who don't live on Barton hills drive don't appreciate the added bike lanes bc they feel the driving lanes are too narrow... BUT as a resident who actually lives on Barton Hills Drive I really really like the new lanes bc it slows cars down significantly and makes me and my family feel safe. It is annoying that a few planters have needed to be replaced but just make sure they are easily replaceable	7/13/2018	Email
19	√		√			Safety, Health and Well-Being, Activities and Recreation	B	I think the plan for between 38th and Foster is terrible - will be less safe for most cyclists. I drive and bike on Shoal Creek regularly. Many cyclists heading north will continue to use the car lane instead of the bike lane. Why continue to try and force this plan on Austin when so many people clearly prefer the current layout?	7/13/2018	Website
20	√		√	√		Natural Resources and Ecology, Connectivity and Community Access, Activities and Recreation	A	I like the plan. I think its improvements will get more people using the trail for regular commuting, as well as recreation. To those ends, the A and B segments are most important to complete, and should be the primary focus. I am encouraged by the plan's recognition that it's important to use native and natural building materials and landscaping as much as possible. Most of all, it is important to make the plan's improvements as soon as possible, since development is occurring at a fast pace in Austin, and each new development restricts the options for greenspace and public use. Now that I know it exists, I intend to donate to the conservancy regularly.	7/13/2018	Website
21	√		√			Connectivity and Community Access, Activities and Recreation	C	I'd like to see a higher priority placed on closing trail gaps. Extending a bike-able trail north from 183 is especially critical. For tech workers like me, that would make a big difference in my ability to commute to work. Another notable gap lies between the northern end of the Lamar sidewalk at 31st St and the point at 34th St where the trail picks up again at Seiders Oaks. Missing bike lanes and awkward crossings would be relatively easy to fix.	7/13/2018	Website
22	√		√			Connectivity and Community Access, Safety, Health and Well-Being	B	good to get the extension. bad that I expect we will loose on-street parking on the West side of Shoal Creek Blvd (which I use), combined with the increased density from CodeNEXT we are looking at loosing our peaceful and comfortable neighborhoods.....	7/13/2018	Website
23		√				Connectivity and Community Access, Activities and Recreation	C	Love extending the trail and connecting it to other major parks and trails!	7/13/2018	Website
24	√		√			Activities and Recreation	B	I like the bike lanes on the west side of Shoal Creek Blvd (which I live on), though I understand that some residents are likely to object to the loss of parking on that side of the street. May I suggest that the bike lane at least be added to the stretch of Shoal Creek Blvd from 38th Street to 45th Street? There are very few houses on the west side of the boulevard for that stretch, so not many residents would be inconvenienced, and with some curves and hills, a bike lane along there would be especially welcome. Further north, might it be possible to run a stretch of the bike lane through NW District Park?	7/13/2018	Website
25			√			Natural Resources and Ecology, Activities and Recreation	B	I like dedicated bike lanes and widened walkways. Parking could be on one side of street. I don't like removal of trees.	7/15/2018	Website
26			√			Safety, Health and Well-Being, Activities and Recreation	B	Nothing! Stop wasting taxpayer money and deciding how we should live our lives on Shoal Creek Blvd! I live on the west side of Shoal Creek Blvd. It is already very difficult to get out of my house because of bikers flying down the street, expecting us to see them, disobeying stop signs and traffic laws. I have not seen a single biker on the new bike lanes under Mopac at Northland. lot of money was spent at great inconvenience to the people who live and work around here, and some (admittedly small) green space was lost on the medians. I see no benefit except to the contractors who got to build that boondoggle. We already have bike lanes on Shoal Creek Blvd; no need to "improve" them.	7/16/2018	Website
27	√					Connectivity and Community Access	A	It would be awesome to have greater connectivity around the city.	7/17/2018	Website

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28	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	Closing gaps on trail to downtown and expanding trail north. I would like the trail to be off streets as much as possible.	7/17/2018	Website
29			√			Natural Resources and Ecology, Safety, Health and Well-Being, Activities and Recreation	B	Stop cutting trees for wider sidewalks and stop stealing badly needed parking for unneeded wider bike lanes on Shoal Creek Blvd!!! There is plenty of sidewalk space and bike lanes already.	7/17/2018	Website
30		√	√	√		Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	A	It would create a real solution to commuting by bike to downtown, it's doable now but far from ideal. It would be a major addition to the city.	7/18/2018	Website
31	√	√				Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	Protected bike lanes!	7/18/2018	Website
32	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	As a full time rider/commuter and professional who has not owned a car for the last 10 years I like the plan as it stands. I still think a bike lane on either side of the street makes more sense but the 2 way lane is far better than the current situation. Austin needs to have "real" bike lanes that do not include parking. The new lane and the rest of the plan for that matter only work if they are maintained. The Rio Grande lane you cite is a good example. There are still cars and trucks pulling into the lane and breaking the matchsticks. These need to be replaced with something a bit stronger. The use of red paint is useless if a person is red/green colorblind or if it is wet, use high viz yellow or reflectors. Trees need to be trimmed at least 10' off the lane (code is 14') but this rarely happens (ride the 3rd street lanes for an example). Regular sweeping needs to be done on all bike lanes..not just when reported. The plan calls for the green bike boxes for turning from the protected lane. Again this only works if maintained. On a high traffic street like SC the box will last about 3 months +/-. How much of the budget is for maintenance? A final comment, please do not use the concrete buttons anywhere on this lane or plan but rather use (if needed) the more durable recycled rubber/plastic "armadillos". I have seen these in cities all over the US and they work far better. Many Thanks!	7/18/2018	Website
33	√					Safety, Health and Well-Being, Activities and Recreation	B	I like the concept of protecting riders. I am a cyclist who has been hit by a truck before, so I see the benefits. However, this design with a significant vertical profile above the road is dangerous for riders. It will likely lead to falls when people hit the edge. I have seen several hard falls in other "protected lanes" in town where the protection is significantly above the pavement surface. As the concept goes to final design, keep this concept in mind.	7/18/2018	Website
34	√		√	√		Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	I'm the bike commuter who had the question about what evidence we have that a 2-way bike lane is safer than the current bike+parking lanes. I agree that not having to merge with traffic to get around parked cars is a win, but I'm concerned about confusion at cross streets due to bikes coming from the "wrong" way. I bike to work along Shoal Creek Blvd most days. In my personal experience the one time I've been hit on a bike (in Pittsburgh) and most of my close calls (in Austin and in Pittsburgh) have been at cross streets. Anyways, please keep me posted about the project, and in particular I'm keen to understand how these kind of safety tradeoffs are being evaluated. Btw I wear a gopro helmet cam most days and currently have footage from about my last 6 weeks of commutes if that's helpful for you. I got a mass update from the shoal creek conservancy that talked more about the project and linked to this nato page re safety of 2-way cycle tracks. The design guidance infographic in that article contains some "recommended" (but implicitly optional) features for minimizing risks at street crossings, especially points 8 and 9. It'd be great if the proposal explicitly advocated inclusion of some of these optional but recommended features at intersections. e.g. minimum sight triangles, loud paint and signage, forced sharp-turn angles for motor traffic, 2-stage queue boxes.	7/19/2018	Email

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

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35	√		√			Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	Hi! I love living a few blocks away from Shoal Creek Blvd. I bike on it at least twice a week for my commute, so I support the proposal for a two-way protected lane as a way to make traveling safer for drivers, cyclists, and pedestrians. I hope you will too!	7/19/2018	Website
36	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	I support the two-lane bikeway. I suffered an bicycle accident on Shoal Creek in 2014 when a car parked in the bikelane, opened a door and my elbow collided with the open door. I suffered a fractured elbow, cracked clavicle and fortunately my helmet prevented a serious head injury. The current lane configuration on Shoal Creek is risky and the city has some liability for such accidents that are effectively being made more probable.	7/19/2018	Website
37	√		√		√	Safety, Health and Well-Being, Activities and Recreation	A	I like the plan because it's safer for cars, bikes and pedestrians. Good work!	7/19/2018	Website
38	√		√			Safety, Health and Well-Being, Activities and Recreation	B	Please seek out as much feedback on the proposed 2 way bike lane from users (cycling community, commuters) as possible. In many ways the 2 way bike lane can be less safe : close quarters, and when going the "wrong" way into an intersection. I am a very frequent user and there are currently large bike lanes that are generally safe on Shoal creek. Many like my self would end up taking a lane (riding with auto traffic) rather than in a 2 way bike lane. SHoal creek is also one of hte few in town roads that cyclists use for steady riding/training and this would be impeded with 2 way bike lane, lets cyclists ride in traffic.	7/19/2018	Website
39	√		√	√		Safety, Health and Well-Being, Activities and Recreation	B	2 way bike lanes are TERRIBLE for cyclists. Cyclists are allowed to use both the road and the bike lane. The danger is allowing on street parking in the bike lane. Either have a bike lane or a parking lot. Not both together. This creates a dangerous situation. As an avid cyclist (200+ miles weekly, many of which are ON Shoal Creek) I can say I strongly advocate against a 2 way bike lane because I will not ride on 2 way bike lanes, I don't like passing bikes in that close of proximity going 15+ mph.	7/19/2018	Website
40	√					Safety, Health and Well-Being, Activities and Recreation	B	I'm concerned that a two-way bike lane on one side of a residential street will pose danger for cyclists from motorists leaving their driveway. Now they need to look both ways for cyclists coming from either direction. Also, I'm concerned that other two-way bike lanes in town (the one on Rio Grande, Great Northern) are too narrow for two-way traffic. This means cyclists will end up in the road anyways, as they do now to get around parked cars. There isn't enough space for cyclists moving in opposing directions to safely pass. I often ride with another person (or people) on Shoal Creek. A two-way bike lane won't allow us to ride together anymore. As a resident of NW Austin, I'm so excited to have transportation connections to be able to easily get from where I live to the East side and downtown. I frequently ride from near the Domain to the Driveway and other locations on the East side--which now requires me to go well out of my way to arrive safely. I love the design of the overall loop. I just worry that the design of the bike lanes on Shoal Creek will frustrate cyclists, endanger them further, and then enrage motorists more when they aren't used as intended.	7/19/2018	Website
41				√		Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	I work near Far West & MoPac. Shoal Creek is a significant portion of my commute. As someone who tries to bicycle as an alternative to driving, I am fully supportive of protected bike lanes to encourage more ridership and promote safety among those of us today who often have to weave in and out of motor vehicle traffic.	7/19/2018	Website
42	√		√			Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	A	I believe the proposed bike lanes will be safer and more efficient to travel in. I believe this also promotes the use of bikes as mode of transportation, further improving the quality of life of our city.	7/19/2018	Website
43	√					Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	I like that it will make riding the boulevard safer, but also that it is part of a longer term project to develop and improve the bike network of the city.	7/21/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

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44			√			Natural Resources and Ecology, Connectivity and Community Access, Activities and Recreation	A	I like that the plan will beautify parts of the actual creek and make it more accessible, especially downtown. What I have not seen outlined it who will maintain the trail once it's finished. Assuming it will be the Conservancy? Further north along the creek, I feel that alternatives need to be explored on ways to create trail access without adding concrete to existing roads and tearing up existing infrastructure. Creating a wide sidewalk on the western side of Great Northern would be an option, and giving cyclists the two-directional asphalt right of way instead of the sharrows. Or possibly created an elevated boardwalk along part of the creek itself. Neither of those involve moving utility lines, and adding even more concrete onto neighborhood streets that would affect water runoff/flooding mitigation into adjacent homes.	7/23/2018	Website
45	√		√			Safety, Health and Well-Being, Activities and Recreation	B	I'm curious about the public safety concerns raised about cyclists on the section of Shoal Creek Blvd between 38th and 45th streets - have there been any recorded traffic accidents including cyclists on this stretch? How many / how severe have they been?	7/24/2018	Website
46	√		√			Safety, Health and Well-Being, Activities and Recreation	B	Can we get more details about the proposed "protection" for the bike lane? The proposal indicates a 2'-3' barrier.	7/24/2018	Website
47	√		√			Safety, Health and Well-Being, Activities and Recreation	B	I am ***VERY*** excited about the proposed plan to extend the trail on Shoal Creek blvd and happy to be a volunteer if you need help doing PR here in our neighborhood. I anticipate that our neighbors who live on Shoal Creek blvd might fight this kind of progress but there are many of us in the hood who are willing to be vocal proponents to make cycling safer in our neighborhood.	7/30/2018	Email
48			√			Safety, Health and Well-Being, Activities and Recreation	B	I like the barrier for the bikers. Today they ride on the painted line as if it is a wall that provides protection and it gets them entirely too close to cars. Eliminating parking on one side of Shoal Creek is too dangerous. It will cause congested parking on the other side and create very dangerous conditions for pedestrians and children who cannot been seen by the vehicle traffic. Also, the lanes are already too narrow to navigate and stay in the lanes even at the low posted speed limits.	7/30/2018	Website
49	√		√			Safety, Health and Well-Being, Activities and Recreation	B	I love the plan to increase protected bike lanes but would also like to see the bike lanes take on a more pleasing aesthetic. My thinking would be to work with local artists (say McCallum HS students?) to figure out ways to make the bike lanes better looking. Is there a way to use planters in certain sections to help break up their white dots? Maybe paint the white dots different colors?	7/30/2018	Website
50	√		√			Connectivity and Community Access, Safety, Health and Well-Being	B	There are a number of delivery vehicles - UPS, Fedex, Amazon, etc, that will have to park on the opposite side of street from where they are delivering. This will result in pedestrians crossing the street mid-block. Can you please include accommodation for this reality in the plan. We do not want to sacrifice the safety of these workers for the safety of bicyclists.	7/30/2018	Website
51			√			Safety, Health and Well-Being, Activities and Recreation	B	I am a homeowner on Shoal Creek Blvd - between 38th and Foster. I am specifically referring to action item #1 (page v) of the Draft SC Report - to "Red-stripe" Shoal Creek Blvd. I am NOT favor of this plan - which prohibits the use of parking in in front of my property. In addition I am NOT in favor of this plan which inhibits my access to my own property with lane bumps and "cones" making it dangerous and difficult to pull in and out of my own driveway, inhibiting trash collection etc. This plan of public access has no regard for the homeowners on Shoal Creek Blvd, their access to their real property nor their property values. These drastic, costly and unnecessary proposed changes, should they move forward, will have real impact to our homes and access of such. I am NOT IN FAVOR of any part of this plan which changes the current landscape and access of Shoal Creek Blvd. This is not a highly dense urban area (especially between 2222 and Foster) and this is not a necessary addition to this part of Shoal Creek AT ALL. Austin - please spend this money on something actually needed.	7/30/2018	Website
52			√			Safety, Health and Well-Being, Activities and Recreation	B	The 2-way bike lane is a stupid, stupid plan! Those of us who live on the west side of Shoal Creek Blvd already have a hard time getting into our driveways and backing out into the street. I see a lot of money spent for a benefit to a very few people (has anyone seen a cyclist use the new bike lanes on Allandale under MoPac, other than the homeless people who panhandle on the corners)? We already HAVE bike lanes on Shoal Creek Blvd! Instead of a 2-way bike lane, I would rather see no street parking certain hours of the day during the week alternated from west in the morning to east in the evening. This is much less expensive and easier to implement! P.S. I ride a bike so I am not anti-cyclist.	7/30/2018	Website
53	√		√			Safety, Health and Well-Being, Activities and Recreation	B	I like the idea of parking on one side and protected cycling on the other, but if both-direction cyclists are squeezed from 20' of lane into 10' then you'll change the nature of cycling on SCB and will change the nature of the neighborhood itself. If bicyclists find another route because of the narrow bike lane, then SCB might become just another busy street used by people avoiding traffic on Mopac. Therefore I am against the current plan as it is proposed. Thank you.	7/30/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

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54	√		√			Safety, Health and Well-Being, Activities and Recreation	B	As a cyclist, I do not feel that putting all the cyclists on one side of the street is a safe idea. I started using the bicycle lane on Justin when it was completed, but I found it unsafe when biking in the direction of on-coming traffic (cycling east while on Justin Lane). On one occasion I was traveling east in the bicycle lane with the traffic light green for me going across Burnet. As I approached the intersection, a car traveling south on Burnet was making a right turn onto Justin which requires the car to travel across the two bicycle lanes. The driver was looking left to make sure there was no car coming across the intersection on Justin. The driver should have stopped completely before making the turn since she had the red light. However, when seeing there was no other car coming through the intersection on Justin, she rolled through the stop light making the right turn. Luckily I could see what was happening and had time to stop before being hit. The driver was shocked when she saw me, not expecting a bicyclist to be on her right. I can't blame the driver, even though she did not come to a complete stop. The design you are proposing creates an unnatural situation for drivers they are not accustomed to encountering. After this happened I will not use the Justin bicycle lane going east ever again. I believe it is safer riding with the traffic instead. With as many intersections as there are on Shoal Creek, especially between RM2222 and Foster, I feel the design you are proposing creates a very dangerous situation for cyclists. Also, there are frequently large groups of cyclists who use Shoal Creek and my guess is they will not use the small lane being allowed for cyclists as proposed. Please, please, please reconsider this design.	7/30/2018	Website
55			√			Safety, Health and Well-Being, Activities and Recreation	B	I live in the Allandale neighborhood. I do not think the neighborhoods have been properly informed of the proposed changes in regards to the re design of the bike lanes. I am not a fan of the changes made on Justin Ln. and I do not think it will be a good fit for our neighborhood of Allandale. How will large groups of cyclist navigate such narrow lanes? There is no way North and South cyclist traffic will fit in that narrow of space especially in high volume days. At times there are groups of 5-10plus cyclist traveling at high rates of speed. Sounds dangerous to me. It also sounds dangerous for the homeowners and their guest along Shoal creek. Now instead of parking in front of a residence you have homeowners and guest (elderly and children) including delivery trucks, yard and construction crews etc. all parking on one side and having to run back and forth across a very busy road. Possibly 5 houses down, wherever they can find space. It's not fair that one side of homeowners will have cars up and down the street in front of their houses all day long. It also increases the amount and risk for homeowners and cyclist crossing driveways. It does not sound fair that a homeowner or guest could be ticketed for parking in front of their home as well. None of it is very convenient or safe for cyclist and homeowners who pay a lot in property taxes every year.	7/30/2018	Website
56	√		√			Safety, Health and Well-Being	B	The safety of all is still not covered because you are not doing anything about reducing the speed of cars along the street. This needs to be a vetted process and not just shoved through without notification and due process. Who is supporting this? How have you notified the neighbors and homeowners impacted? One stop by a hoa meeting is not enough. Anything been sent in the mail allowing for input and direct notification? This seems like a one sided agenda without a very well thought out plan and yet another incredible waste of money by not involving the people. Please let us know when this goes in front of city council	7/30/2018	Website
57	√		√	√		Connectivity and Community Access, Safety, Health and Well-Being	B	I am a homeowner on Shoal Creek Blvd - between 38th and Foster. I am specifically referring to action item #1 (page v) of the Draft SC Report - to "Red-stripe" Shoal Creek Blvd. I am NOT favor of this plan - which prohibits the use of parking in in front of my property. In addition I am NOT in favor of this plan which inhibits my access to my own property with lane bumps and "cones" making it dangerous and difficult to pull in and out of my own driveway, inhibiting trash collection etc. This plan of public access has no regard for the homeowners on Shoal Creek Blvd, their access to their real property nor their property values. These drastic, costly and unnecessary proposed changes, should they move forward, will have real impact to our homes and access of such. I am NOT IN FAVOR of any part of this plan which changes the current landscape and access of Shoal Creek Blvd. This is not a highly dense urban area (especially between 2222 and Foster) and this is not a necessary addition to this part of Shoal Creek AT ALL. Austin - please spend this money on something actually needed.	7/30/2018	Website
58	√		√	√		Safety, Health and Well-Being	B	By restricting parking to one side of SCB, visibility will be greatly diminished for those having to back out of driveways on the parking side. It is already very difficult but this plan will make it treacherous. The volume and speed of vehicles traveling Shoal Creek Blvd must be addressed before any other "improvements" are considered. Until SCB is no longer used as Mopac Jr, no one is safe.	7/30/2018	Website
59			√			Natural Resources and Ecology, Safety, Health and Well-Being, Activities and Recreation	B	We Live on SCB and are opposed to this proposed plan for numerous reasons, not the least of which are outlined below: •Not all residences along SCB have available driveway parking for more than 1-2 cars, resulting in the need for on-street parking for visitors. The proposed plan creates pedestrian crossing hazards by eliminating parking along one side of the street. Pedestrians having to park on the opposite side must cross two lanes of bike traffic and two lanes of vehicular traffic to get to their destination. I'm not sure if this is technically jaywalking, but regardless, it's dangerous. •As a resident of SCB for the last 15 years, we've observed and dodged cycling groups who prefer to ride 2-3 abreast, rather than single file. With the current shared bike/parking lanes, this is feasible without them having to ride out into the vehicular traffic lanes (unless they are avoiding obstacles). This new plan does not provide such space accommodations, so the concern is that they will ride in the vehicular lanes which are wider, thus making a separation of bike lanes and vehicular lanes for reasons of safety moot. •Widening sidewalks is not the answer either. We already endured the sidewalk installation project several years ago and do not relish going through it again. It's not only because of the disruption, but there are so many mature, protected trees within the ROW or at the edge of homeowners' properties that will be endangered or removed. This technically should require replacement, according to COA development regulations, but then who is responsible for such replacement? Will the Shoal Creek Conservancy replace the trees and ensure their survival for the first 1-2 years while they get established? Will they ensure they are watered properly and cared for? The COA requires homeowners to do as much when removing and replacing protected trees on their property, but this burden should not fall to the residents who are not responsible for their removal in the first place. •The proposed design of SCB poses all sorts of logistical questions: how will solid waste and recycling cans be set out, emptied, and retrieved? How will accessibility issues be resolved (having to cross the street and maneuver around the "bike/car median curb"? How will street cleaners access the bike lanes without impacting usability of such lanes? How will emergency vehicles access properties?	7/30/2018	Website
60			√			Natural Resources and Ecology, Safety, Health and Well-Being	B	I oppose this plan. I suggest it be moved west to Great Northern, which already has a large bike lane and no residences on the west side. I especially oppose the SCC's plan to widen the sidewalk on the west side of Shoal Creek. In our case, that would entail removal of a very espensive retaining wall and would move our property into the flood plain. The SCC plan needs to address flooding concerns before moving forward with this plan.	7/30/2018	Website
61	√		√		√	Safety, Health and Well-Being, Activities and Recreation	B	Scrap it. Use the money for a sidewalk on Great Northern Blvd. Y'all had the nerve to tell us you didn't have a half million for that, and that we had to have the most inconsiderate bicyclists in Austin using sharrows on Great Northern, because there is no sidewalk. Then you want to spend 100 times that cost on a bad plan? When child is killed, due to the traffic diversion caused by inconsiderate cyclists on GNB, then you should go to jail! I found out, through the neighborhood association, the rumor that Leslie Pool has a friend who wanted their own private walkway on Great Northern, and that's why the city BLATANTLY LIED, and said "many" pedestrians were using GNB. You should go to jail for that! The truth (even though I know you people hate truth) is that GNB is very well used by cyclists and cars, and there's a double wide bike lane, perfect for cyclists. Hardly anyone walks there, EVEN THOUGH PEDESTRIAN TRAFFIC TRIPLED, after you sentenced innocent children to death by cut through drivers. My uncle was a civil engineer in Philadelphia. I asked him. He said ABSOLUTELY traffic engineers are told in college that you do NOT REROUTE traffic to streets where children play, unless a city official has a friend who wants special treatment that causes death to innocent kids. If your plan makes sense, then you can remove the sharrows from GNB BEFORE a child dies. We're not holding our breath. You death-mongers will have a party , when it comes to pass. You're not fooling us. Please ask Mario Porras to email me the evidence that pedestrians are using GNB. I know there is none. I just had to ask, to point out that you murderers are not fooling us.	7/30/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

	I am a current Trail user.	I do not currently use the Trail but would use it if Trail conditions were improved.	I live near the Shoal Creek Trail or the proposed Trail extension.	I work near the Shoal Creek Trail or the proposed Trail extension.	Other	Guiding Principle	Trail Plan Section	What do you like about the Plan? How could the Plan be improved?	Entry Date	Source
62	√		√			Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	I would like to comment about the proposed changes to Shoal Creek Blvd from 38th Street to Foster Lane. I have lived on Shoal Creek Blvd for 24 years and have witnessed several attempts to make the street more bike/pedestrian friendly with little success. It is my opinion that the current configuration makes the most sense. The proposed changes would eliminate parking on the west side completely, creating a myriad of problems for homeowners and some very serious safety issues. I think it would be helpful to have a time to meet with the homeowners on this street to get an idea of their concerns and possible alternatives. FYI, I am also a cyclist who uses this street frequently and supports making our city more accessible for bikes and pedestrians.	7/30/2018	Website
63			√			Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	This comment is about the proposed changes to Shoal Creek Blvd. including the removal of parking on the west side and installation of two protected bike lanes. Sorry, I don't get the benefit of this plan. Shoal Creek Blvd is a major thoroughfare. There is a lot of traffic on it both morning and evening. I once took my bike for ride on SCB. I spent a half hour breathing exhaust fumes and fearing for my life from the traffic. I would not do it again and I simply don't understand why anyone would voluntarily choose to put their life in danger that way. A protected bike lane on Great Northern makes more sense to me. Beyond that, I have seen groups of bikers, riding three and four abreast in the existing bike lane, weaving back and forth over the lane marker, apparently oblivious to rush hour traffic as well as their own safety. I personally don't think bike lanes should exist on SCB. It is, I repeat, a major thoroughfare. And removing parking on one side to make room for two bike lanes is insanity to me. What about delivery trucks? Others have commented about how dangerous that situation can be for bikers. It is a waste of taxpayer money no matter whether it is $66 million or $1 million.	7/31/2018	Website
64	√					Activities and Recreation	A	more bikes. more bikes.	7/31/2018	Website
65			√			Connectivity and Community Access	B	Seems like a great idea.	7/31/2018	Website
66	√			√		Activities and Recreation, Access, Safety, Health, and Well-Being	B	I'm just writing to express my support for a continuous hike/bike path from downtown to the Domain. I commute along Shoal Creek blvd on a daily basis and would love safer options than biking in the road, where the shared parking/bike lane leads to frequently dicey situations with motor vehicles.	7/31/2018	Website
67	√		√	√		Activities and Recreation, Access, Safety, Health, and Well-Being	B	Two-way bike lanes do NOT improve traffic, cycling effeciency, or safety for either drivers or cyclists. They simply squeeze cyclists onto one side of the road (which may also have obstacles/debris/illegally parked cars/etc.) and reduce their mobility. Two-way bike lanes merely provide more room for vehicular traffic in an already car-congested corridor. This greatly increases the dangers of cycling and reduces mobility. In general, drivers on the side of the two-way bike lane are also uncomfortable with both cyclists and other cars coming at them from the opposite direction on both sides of their driving lane. A driver is more likely to veer away from an oncoming car that nears or crosses the center line and directly into an oncoming cyclist. Furthermore, the terminal ends of such two-way bike lanes create confusion and increased danger as cyclists now have to cross traffic from a generally unexpected direction and resume the standard direction of travel. It is nonsensical to promote "mobility," when in reality chaos is the result. Cyclists traveling with the direction of traffic are much, much safer. Two-way bike lanes are a disingenuous proposition of safety and mobility. They endanger cyclists and do not improve traffic. Such a proposition is mere pandering to drivers who want to drive even faster through the neighborhood or want more unsightly on-street parking. Please preserve and improve the bike lanes on both sides of Shoal Creek Boulevard.	7/31/2018	Website
68			√			Activities and Recreation, Access, Safety, Health, and Well-Being	B	Hello, I really hope the new plan includes re paving and striping of Shoal Creek Blvd. It is a rough road through Allandale. Along with improved lighting, signage and sidewalks. Real improvements. I think the narrow confines of the new lanes will be dangerous for cyclist not allowing for corrections. It may lead to head on collisions between cyclist. The curbs are not friendly to cyclist, they are jarring and can be harmful for cyclist and bike. The lanes might get backed up if the lead is slow like the Mopac toll lane. The lanes are good for single riders but not high volume like we have here in Allandale. Most likely large groups will by pass the designated space and ride in the car lane. Much like Great Northern in Allandale.	7/31/2018	Website
69	√		√			Connectivity and Community Access, Safety, Health, and Well-Being	A	I have only briefly read the plan, but have very much liked what I saw. I'm greatly looking forward to the improvements in the downtown portion; the parts south of the Independent already look wonderful. I would like to understand what vehicles/mobility devices you envision on the trails. AIUI, presently motorized devices are not allowed on City of Austin trails. Is this something you might be able to change for the Shoal Creek trail, for e-bikes and scooters? Thank you!	7/31/2018	Website
70	√		√			Connectivity and Community Access, Activities and Recreation	B	I like the ambition, and the length. Ensuring that the trail combines to other trails in a big loop is very important. I think it will also be important to have a number of "cut-off" trails, so people can do shorter loops. Also, bike rentals (pick up and drop off) should be available at many places along the trail.	8/1/2018	Website
71			√			Connectivity and Community Access, Safety, Health and Well-Being, Activities and Recreation	B	I love the overall vision. Fixing gaps in the infrastructure, and the bikeway on shoal creek Boulevard	8/1/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

	I am a current Trail user.	I do not currently use the Trail but would use it if Trail conditions were improved.	I live near the Shoal Creek Trail or the proposed Trail extension.	I work near the Shoal Creek Trail or the proposed Trail extension.	Other	Guiding Principle	Trail Plan Section	What do you like about the Plan? How could the Plan be improved?	Entry Date	Source
72	√					Safety, Health and Well-Being, Activities and Recreation	A	Thank you for putting resources into improving Shoal Creek. I use it frequently to commute into the city. As a cyclist I believe that a bike lane going against traffic is a bad idea. After the bike lanes were added on Justin, I felt very uncomfortable biking east against traffic. Cars do not watch for bikes going this counterintuitive direction and it is scary to pass cars. In my opinion, the best option is wide bike lanes on either side that flow with traffic and have a painted "buffer zone". The protective white bumps in the road would only slightly slow down a car, but would be catastrophic to hit on a bike (think inexperienced riders and larger groups). Plus the bumps greatly hinder people from entering/exiting their driveways.	8/2/2018	Website
73	√		√			Safety, Health and Well-Being, Activities and Recreation	B	I strongly disagree with the Conservancy's plan for the treatment of the Shoal Creek Blvd. roadway. Cluttering it up with the same kind of traffic furniture and obstructions that now litter Justin Lane is a terrible idea and will be a nightmare. They kinda maybe will work on Justin because it's straight as an arrow, but SCB is winding and it'll be terrifying to drive if the lanes are narrowed and cars are coming almost head-on at times. Even as it currently is striped, my car indicates "Obstruction ahead!" when there is oncoming traffic in the opposing lanes. As for how it's working in Crestview, I literally had a bike rider coming towards me in my narrow eastbound traffic lane on Justin recently- she was completely ignoring the 2-way lane on the other side of the road. It's a monstrosity, an eyesore, and a huge waste of money. Please stick to making offroad improvements to the trails and leave the traffic lanes alone.	8/2/2018	Website
74		√				Safety, Health and Well-Being, Activities and Recreation	A	I am 100% in favor of this plan. Two years ago, my boyfriend and I started trying to use the Trail regularly, but it was in such bad shape, we found it wasn't really useful or worthwhile to try being on it. But we both want to cycle more, especially me. I prefer biking to driving in the city any day! The current conditions, however, do not make regular use an option for me. I fully support this endeavor and hope it comes to fruition. Unlike the mixed-used development and overpriced apartments, this is something that will actually benefit the people who live here.	8/2/2018	Website
75				√		Safety, Health and Well-Being, Activities and Recreation	A	Bike safety	8/3/2018	Website
76	√		√	√		Safety, Health and Well-Being, Activities and Recreation	B	I walk along various sections of north Shoal Creek (the creek, though sometimes the boulevard) daily. I like nothing about this plan for modifying Shoal Creek Boulevard. N-O-T-H-I-N-G! As a pedestrian and dog walker, the current sidewalk width is fine. There is no congestion on the sidewalk requiring larger widths. Two-way bike lanes don't make for a safe way to go riding with your family. Also, bicycle traffic going opposite to the expected direction is dangerous. Cars and pedestrians don't instinctively look for traffic in the wrong direction. The benefits here are for a small group; these benefits are small and many of them are illusory. The money planned for this project could be used for better things. This planned bike path change does not benefit Shoal Creek itself, so I'm a bit perplexed why the Shoal Creek Conservancy is involved in this. Now if you could do something about the Austin Oaks development potentially ruining what remains of Spicewood Springs, or get a trail following the creek north of 38th, and get better use of the greenbelt area between 34th and 29th.... yeah then I'd be all over you with praise.	8/3/2018	Website
77	√		√		√	Activities and Recreation	B	I live on Shoal Creek Blvd between 2222 and Foster on the West side of the street. We have 3 driveway entry/exits onto SCB due to a circular driveway. I am not opposed to most of the "preferred alternative" for this section of SCB. I am very strongly opposed to the preferred plan using a 2-3 foot median between the bike lanes and the car lane. This is my home and my most valuable asset. Adding a 2-3 foot median/wall/eye sore is completely unacceptable on a residential street lined with homes. The median type you may be referring to is fine for a road like Hancock Lane because it is not running in front of homes. A 2-3 foot barricade in front of family homes is not OK. I have been watching this plan unfold for quite some time and was part of the CAC committee and the PTA at Gullett Elementary and have seen multiple presentations. Until someone can present a viable solution to the median issue that will not negatively affect our property values, impede safe access in and out of our driveways and the compromise the aesthetics of our street and homes, you are going to have push back from homeowners on SCB. You need to do better and have concrete solutions and visuals for the median that can be presented before I will support the plan.	8/6/2018	Website
78			√			Activities and Recreation, Connectivity and Community Access	B	I do not like nor do I support at all the Two-Way Protected Bicycle Lane and Wider Sidewalk on the West Side of Shoal Creek Boulevard. It IS NOT the preferred alternative to the existing bike lane. I live on Shoal Creek Blvd. and this would greatly affect access to my property. But more importantly, it would NOT achieve your stated goal of serving "bicyclists of all ages and abilities". The existing bike lane is for serious bicyclists, and is used extensively by adult seasoned riders. Rarely do families or persons with disabilities ride here and this is because SCB is an alternative route to MOPAC traveling north & south. And that's not going to change given the current traffic issues in Austin. Sidewalks DO NOT need to be widened. That's where families "of all ages and abilities" are to be found. The curb island plan DID NOT WORK and wasted a ridiculous amount of money. This plan will not work. Bicyclists in Austin have a large and accessible two-way bike lane the length of SCB, and no further improvements need to be made.	8/9/2018	Website
79		√				Safety, Health and Well-Being	A	I appreciate the updating the pathways to be more accessible to new forms of mobility and viewing the trail as an alternative route and not just a recreational option is great. Finding ways to ensure the path is complete and paved for safety is important.	8/14/2018	Website
80	√		√	√		Connectivity and Community Access	C	With the recent approval of the MLS stadium plan at McKalla, it might be worthwhile to adjust the schedule of the northern segments of the trail (and complete them sooner). For instance, the extension onto Neils Thompson and Longhorn. Adding these two segments (along with the in-progress trail through the 183 interchange) will provide a way for soccer fans to safely reach games from the south.	8/16/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

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81	√		√			Connectivity and Community Access, Safety, Health and Well-Being	A	Hopefully, someone is aware that the Johnson Creek part of the trail south of 15th street near where the windmill is, has some damage to logs holding up the dirt on the Mo-pac side. They are starting to lean into the trail. Otherwise, I am excited that the trail is being extended	8/17/2018	Website
82			√			Activities and Recreation, Safety, Health and Well-Being	B	Nothing. Do not move forward with a 2 way bike lane. I don't understand how you think this would be a good thing for us that live on Shoal Creek. Great more bike lanes not used.	8/19/2018	Website
83			√			Safety, Health and Well-Being	B	Do not move forward with this plan. I live Inn shoal creek Blvd and think this is an absolutely ridiculous plan	8/19/2018	Website
84			√			Natural Resources and Ecology, Safety, Health and Well-being	B	The plan is ill-advised for so many reasons. It is an environmental and financial disaster ! If sidewalks are moved, many of us would lose old trees that shade our yards and the sidewalks. Our guests and delivery people would have to park across the street from our houses which is becoming more dangerous. Also, the expense to relocate the water and sewer lines would be phenomenal, not to mention the noise, debris, and inconvenience for those of us who live (and walk) on the west side of Shoal Creek Blvd. At least in my part of SCB there is no need to tear up sidewalks. If the proposed bike lanes are really used (the recent changes made on Northland under MoPac are not) the 2-way bike lanes would be a horror for those of use trying to back out of our driveways on SCB! The existing bike lanes are rarely used by people commuting to work, but more by people who bike for exercise. And many of those people do not obey the traffic laws and delight in causing problems for motorists. What you are proposing is a "feel good" measure for your group benefitting a very small portion of our population but will have far-reaching consequences for those of us who actually live here. Our property taxes will rise even more causing many of us to move. Then our houses will be torn down and larger houses and multiple units will be built on our lots. This will cause more of a strain on the water and sewer systems as well as increase parking and traffic! That is NOT conservancy. Please do not push this plan!!!!	8/20/2018	Website
85					√	Connectivity and Community Access	B	I'm the landscape architect working on The Grove at Shoal Creek. I appreciate that the trail connection to The Grove is shown. I would like to point out that The Grove will also include an extension from the bridge that connects it to the Shoal Creek Trail all the way to the corner of Bull Creek Road and 45th Street. I think it might be helpful to include that full connection in the plan. I'm happy to provide additional detail if desired.	8/20/2018	Website
86	√		√			Activities and Recreation, Connectivity and	B	Regarding the proposed redesign of Shoal Creek Boulevard:	8/20/2018	Website
87			√			Activities and Recreation, Safety, Health and Well-Being	B	I like some of the plans for improvements in the downtown area, but as a resident who lives off Shoal Creek Blvd and uses it to get from my house to work, errands, etc I am very concerned about the plans to force parking to one side of the street and add another bike lane. There is a 2 way bike lane on Great Northern Blvd that half the time the cyclists don't even bother to use. I am all for people being able to safely bike, but they often ignore the rules of the road. There have been many past efforts to restripe SCB bike lanes, but that only resulted in major disputes, hard feelings and animosity amongst neighbors. For many of my SCB neighbors, street parking in front of their house is the only place they or visitors to their home can park. Asking them to park across the street or down and across seems really unfair. I think we've had enough changes to the neighborhood to accommodate cyclists, most of whom are riding for pleasure/training - not using their bike as a mode of transportation. Thus, it seems unfair to the neighborhood to reduce parking for people who live here to accommodate cyclists who want to "train" here.	8/21/2018	Website
88			√			Activities and Recreation, Safety, Health and Well-Being	B	I am against the proposed lane changes on Shoal Creek Blvd. As we have seen on other nearby roadways, the two-way bike lanes are confusing to bicyclists and motorists. This configuration is not safe for cyclists or drivers. I am also against the lane configuration as it unfairly eliminates parking on one side of Shoal Creek Blvd.	8/22/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

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89	√		√			Activities and Recreation, Safety, Health and Well-Being	B	Extending the tail to make a loop and connect with other tails is a worthy goal. However, the plan put forward is not a sensible or financially responsible way to achieve that goal. It's also not fair to the residents who actually live on Shoal Creek Blvd and will have to deal with the parking changes every day. As someone who lives just off and cycles on Shoal Creek between 38th and Foster Lane six days a week, I can say from everyday experience that the shared parking/cycling lanes on each side of the street are fine the way it currently is. By far the most dangerous part of my ride are other cyclist and joggers doing crazy things, not the motorist. Spending money to change the layout does nothing towards the actual goal of making a loop and connecting with other trails. This was tried before with a consultant recommended layout (remember the little islands with curbs and trees in them) which resulted in spending several hundred thousand dollars to put in and then later take out after it made all uses of the road more difficult. It's seems that this plan has been constructed by firms who don't live on or use Shoal Creek Blvd. For instance, while the plan is willing to spend money to move overhead utilities it fails to address basic usability issues, like the fact that you can't cross Koenig Lane without either getting off your bike to press the crosswalk button or waiting for a car to trigger the light to change. Other cities addressed these types of usage issues in the 1980's with pushbuttons what where reachable from the curb. Finally, the 2-way protected bikeways are unsafe. They force cyclists to cross the streets needlessly and motorist to have to account for more traffic entry points. How will these bike lanes be policed? Currently many joggers and walkers on Shoal Creek for whatever reason use the parking/cycling lane instead of the sidewalks, it's not a big deal now as cyclist have room to go around them in the lane, but if this happens on a 2-way protected bikeway there will not be room and the bikeway will be unusable for cyclists. Ultimately, this plan should focus the spending on connecting the loop and other paths together first before it looks at other changes.	8/24/2018	Website
90	√					Connectivity and Community Access, Safety, Health and Well-Being	B	I live in Allandale and have been a bike rider & commuter for years. I like the plan in general. I like what you want to do with Shoal Creek Blvd. I would suggest more pedestrian crossings on SCB so people who park on the east can easily make it to the west side.	8/26/2018	Website
91			√			Activities and Recreation	B	The shoal creek boulevard bike lanes and parking plan is TERRIBLE. It was obvious the vast majority of people that attended to meeting earlier in the spring were opposed so I was dismayed to hear the people behind it were trying to plow ahead despite such strong opposition. If this plan continues to be pushed by supporters there will be a ton more showing up in opposition. This plan is not smart at all, it makes everything worse including safety which supporters argue is improved somehow? Quit wasting time and money on a severely flawed plan that will be strongly opposed by a ton of people living in the area.	8/27/2018	Website
92	√		√			Activities and Recreation, Safety, Health and Well-Being	B	Love the idea of restricting parking to one side of the street on Shoal Creek Blvd. I have mixed feelings about the two-way bike lane as it goes past side streets. Drivers emerging from those streets won't expect cyclists coming from both directions on one side of the street. I suspect they'll get used to it, but signage will be critical to alert them.	8/30/2018	Website
93	√		√	√		Activities and Recreation	B	As a resident of Allandale, I agree with the goal of improving the safety of Shoal Creek Boulevard, but I strongly disagree with most aspects of the Plan as drafted. The Plan is focused on improving the bicycle facilities along parts of SCB while there are major parts of the trail that do not have sufficient, or any, bicycle facilities. I do not understand while the City would consider using limited bond dollars to make 'the good' better when large parts of the trail plan do not have any resources. This is a misuse of public monies and as such the attention of the Plan should be redirected to other portions of the trail to ensure that all citizens have minimal services before trying to improve existing facilities.	8/31/2018	Website
94			√			Activities and Recreation, Safety, Health and Well-Being	B	I am a homeowner living on the west side Shoal Creek Blvd, and therefore impacted by any changes made along Shoal Creek Blvd. I have lived here since 1993, and this is the third iteration the cycling community has subjected us to. I also want to point out that I am also an occasional cyclist myself. I wish I would cycle more but the heat we now face is a limiting factor, as it is with most other people based on the number of cyclists I see using our street. I have read through a portion of the plan presented on https://shoalcreekconcervancy.org/ trailplanrelease and have some problems with the numbers. Not that I believe the numbers are wrong, but I agree with Mark Twain about lie, damn lies and statistics. The numbers are presented to support their point of view, not to provide an unbiased picture. We may have the 7th worst number of pedestrians killed for cities over 500,000, but how many cities is that (we are the 11th largest city in the country, so at worst we are the 7th of the largest cities in the country)? Our rate is above the national average and the Texas average, but there can be mitigating circumstances. The safest cities are the older cities and we are a very fast growing city, so that could skew the numbers. How many of those deaths are on streets with sidewalks or bike lanes? Through 1980's neighborhood sidewalks were installed at the whim of the developer or homeowner, so there are numerous older neighborhoods without sidewalks which could skew the numbers. We have a high percentage of young people who use cell phones constantly, and cell phone use is more deadly for a pedestrian than a driver. The plan also mentions that 61% of the population is overweight or obese, and we need to encourage more exercise. However, to encourage those people to exercise in Austin's hot months (April-September?) is dangerous and can be life threatening. And I doubt they would be willing during the winter when it is cold or raining. There are very few cyclists out during those hot or cold or wet times as it is. I do agree with the idea that Shoal Creek Blvd is a good N/S cycling corridor for Austin. Woodrow and Mesa are also good ones, but they would serve only limited areas. However, as is often the case in Austin, the plans have always been mostly one-sided without input for the local residents who would be most impacted. Surveys in the past would phrase questions to get the answers they wanted: would you be more likely to cycle if there were safe bike paths along the street? [yes I would be more likely, but I still wouldn't do it]. The two other times the cycling community tried to push changes on us, we were told: it's nice that you are concerned, but we don't care. Luckily, we had some really concerned residents who were able to push our concerns on to the powers that be, and those planned changes were dropped. One-sided parking would have put a strain on my wheelchair bound mother-in-law, and it would have been extremely imposing if there was a raised divider on our side. Although she is no longer with us, there are others in the neighborhood that would face those same issues. A raised divider would also present a problem for trash/recycle pick-up, and street sweepers. Large delivery items would face problems with a raised divider. I think the real problem along Shoal Creek Blvd is the high traffic volume. The rapid growth of Austin has swamped MoPac and Burnet Rd, and people are now using Shoal Creek Blvd as a by-pass. If we can get the through traffic off Shoal Creek, I think the problem mostly goes away. I also still believe that our property values will be affected, maybe not by a measurable amount. But, if someone has a choice between a house along the west side of Shoal Creek Blvd or somewhere else in the neighborhood, I think the other location would win out because of a second divider. Then, there is the total cost. It seems like a lot to spend to move sidewalks, meters and values, and any watering systems residents have installed along the street. Austin has already spent millions on a bridge across 360 just so a few cyclists can speed along MoPac without concern. It seems that Austin has so many other things that need to be addressed and the concerns of a few cyclists shouldn't outweigh other important issues. I have more issues but am having a hard time verbalizing them and time is running out, so I am submitting this now.	8/31/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

	I am a current Trail user.	I do not currently use the Trail but would use it if Trail conditions were improved.	I live near the Shoal Creek Trail or the proposed Trail extension.	I work near the Shoal Creek Trail or the proposed Trail extension.	Other	Guiding Principle	Trail Plan Section	What do you like about the Plan? How could the Plan be improved?	Entry Date	Source
95					√	Activities and Recreation, Connectivity and Community Access, Safety, Health and Well-Being	A	My feedback on the Shoal Creek Conservancy's Shoal Creek Trail Plan is enclosed. It was a little long to fit into the SCC's feedback web page :-) I live in Allandale on Shoal Creek Boulevard (SCB). I bicycle for exercise, walk dogs, and drive along SCB. I love the vision about a connected trail between downtown and Waller Creek. I and the neighbors I have spoken with all agree that more traffic-calming measures are needed on SCB. Especially with the concern that changes to Burnet Road may divert more traffic onto SCB and Great Northern Blvd. However, I have concerns with the current plan and how it has been rolled out so far. They are: Safety: The goal of the Trail Plan is to keep bicyclists out of the path of cars on SCB, and keep them from having to pass parked cars. This is an understood safety issue. However, the current plan does not take into account: Possibly placing more riders at risk by moving them into traffic lanes. The current SCB bike lanes in Allandale are wide enough for two bicycles in each direction. The proposed trail moves them onto one side of the street, with only enough room for one bicyclist in each direction. SCB is a popular bicycle route, with groups of social riders often riding two or more abreast. Many such riders do not ride at traffic speeds. By funneling the riders into a smaller space, some may move over into the traffic lanes instead of riding in the bike lanes. The current discussion is to have hard dividers between bicycles and traffic, making it hard for these bicyclists to avoid vehicle traffic if needed for their safety. Alternately, if the social riders move into the narrower bike lanes there may be a greater risk of bike-bike collisions in the narrower, oncoming bike lanes. Which could leave riders prone in the traffic lanes. Putting more pedestrians at risk. SCB has some very long blocks and blind curves — unlike existing dedicated lanes elsewhere in Austin. With parking moved to only one side of the street, you are asking for more people (visitors, delivery people, etc.) to jay-walk to reach their destination due to the long blocks. Add in the blind curves and the amount of traffic along SCB and you are putting more pedestrians at risk. The safety of putting the dedicated bike lanes on the W side of SCB at Anderson Lane. There is heavy vehicle traffic coming off MOPAC at Anderson Lane, including heavy traffic turning S on SCB. Moving northbound riders from the E side to the W side of SCB in the proposed dedicated lanes puts them closer to this heavy traffic, especially when waiting to cross Anderson Lane. Vehicles coming off MOPAC may not expect the bicyclists to be on the W side of the street. Priorities: The Shoal Creek Trail Plan lists it's top tier priorities as between the lake and 38th St. When I signed the Bike Austin petition supporting an improved trail, I was sold on connecting the existing pathways from downtown all the way to Waller Creek. But while I regularly, safely ride from Allandale to downtown and back (thanks!), I was very surprised to see that the #1 priority for the first phase of the Trail Plan is to re-stripe SCB between 38th St and Foster Lane. While safety could be improved along SCB, the safety of getting from Foster Lane up to Waller Creek is far, far less. I do not understand why the least safe areas (Section C in the plan) would only be complete at the very end of the plan. There is a volunteer meeting I attend on Burnet Road at Rutland once a month that I would like to bike to, but do not since there are not even complete sidewalks to safely get there and back at night. For contrast, I have had no issues attending ANA and SCC evening meetings along and near SCB via bicycle. Community Input: The Shoal Creek Conservancy (SCC) has had public forums about the plan and has attended the Allandale neighborhood association meetings. However, unlike the healthy give-and-take I have witnessed to between city staff and the neighbors around bicycle improvement projects on Pedernales Street and Great Northern Blvd: Many of the concerns raised by citizens were not reflected in the Shoal Creek Trail Plan proposal. The proposal did not even capture the concerns, only positive feedback for the plan. The Shoal Creek Trail Plan proposal does not include alternative plans that SCC and the city had ruled out. These alternate plans should be reviewed with the neighborhood, especially using Great Northern Blvd (GNB) which already has dedicated bike lanes. A GNB route could be both safer and less disruptive to the neighborhood. Neighbors may have other suggestions that SCC and the city have not considered — but we don't know until we learn what has already been worked through. Sharing the existing work done so far will also help to rebuild neighborhood trust after the SCB chicane fiasco ~10 years ago. Many property owners have concerns about how the reconfigured street (with or without widened sidewalks) would affect them — from garbage collection to emergency services. All SCB property owners need to be notified (through mailings) about the trail plan, and city needs to walk through the neighbor's concerns. Feedback from other property owners along other dedicated bike lanes in Austin would be immensely helpful. The SCC plan FAQ read more like a marketing brochure rather than honest information about the changes property owners would face. Finally, from the city's Bicycle Advisory Committee minutes on 8/21, the proposal for dedicated bike lanes in Mueller along Zach Scott Street included basic background information on the results that the city has seen with dedicated bike lanes elsewhere in Austin. The SCC trail plan notably did not include this basic background information — I did not know it existed until seeing the Zach Scott Street proposal this week (thanks BAC!). This basic information is critical to bring the neighbors up-to-speed, and should be presented to the SCB neighbors in a future community engagement. Arguments about safety, with real data to back them up, may sway property owners about changes to their front yards. Arguments that we need to give up amenities we have had for years because someone might someday want to ride on the street instead of the sidewalk (and who won't have their homes impacted by the plan) are much less compelling. Fiducial responsibility: Against the background of homeowners stating that "our property taxes are already too high, don't make them higher", my understanding is that the city staff has been directed to "do more with what already exists." As well as making financial trade-offs. For example, when the city looked at improving bicycle safety along Great Northern Blvd (GNB) recently, adding more sidewalks along GNB was off the table. When reviewing the city's priorities for enhancing sidewalks Austin-wide the GNB sidewalks just did not rate — rightly so. Which is why it was concerning to see in the plan investigating tunneling under Allandale Road to make a safer crossing there (like the underpass at 24th and Lamar). While the 2222 and SCB crossing is a safety concern, moving the crossing over to Marilyn Drive could (a) better connect the Trail to the Northwest Rec Center (b) provide a safer crossing over Allandale Road and (c) would be much cheaper. Or the sidewalks at 2222 and SCB could just be reconfigured to allow bicycles another path besides riding in traffic. Overall, the plan seems to come from a point of "we have cash to burn, let's spend it" instead of being fiscally responsible. Completeness: The plan does not compare SCB against other locations in Austin where dedicated bike lanes have been installed. I have biked on Justin Lane, Barton Hills Drive, and Rio Grande to get a feel for what worked there and why they were installed. The main difference between those streets and SCB I have seen are: The long blocks along SCB and the blind curves (seen a little on Barton Hills Drive, but not to the same extent). Parking cannot "just be moved over to the side streets", since side-streets with parking are not close on many sections of SCB. The popularity of SCB: the flat loop around SCB, White Rock,Great Northern, and Foster already attracts many bicyclists and road bike groups. This brings it's own concerns — bike-bike safety in oncoming dedicated lanes, or groups switching to use the traffic lanes — unmentioned in the SCC plan.. Connectedness: SCB is already connected to the Shoal Creek Trail. Unlike other bike dedicated bike lanes that abruptly start and stop, we are connected to a trail at one end. As such, we are already an area with high bicycle ridership. Terrain: the dedicated lanes on Barton Hills Drive (BHD) look like they were critical to separate either very-slow or very-fast bike traffic from both vehicle and pedestrian traffic due to the hills (calling the path "all abilities" seems disingenuous due to said hills). SCB in Allandale is very flat, comparably. While the advantages of dedicated bicycle separation on BHD are obvious, that argument does not necessarily apply to SCB.	9/6/2018	Website

Comments Received 6.2018-9.2018

SHOAL CREEK TRAIL VISION TO ACTION PLAN

I am a current Trail user.	I do not currently use the Trail but would use it if Trail conditions were improved.	I live near the Shoal Creek Trail or the proposed Trail extension.	I work near the Shoal Creek Trail or the proposed Trail extension.	Other	Guiding Principle	Trail Plan Section	What do you like about the Plan? How could the Plan be improved?	Entry Date	Source
							Destinations: The Barton Hills Drive connects Barton Hills Elementary with Zilker Park, for child safety. The Pedernales bike lane connects Rosewood Neighborhood Park with Metz and Edward Rendon Sr. Parks, again for child safety. The largest point-of-interest in the SCB corridor in Allandale is Northwest Park, on the E side of SCB. The second largest may be the Northwest Rec Center on 2222. Any plan should include a crosswalk to safely get children across SCB into Northwest Park. And should include an improved connection to Northwest Rec Center. The plan does not account for space needed for turning lanes at SCB & 2222, SCB & Foster, SCB & Anderson Lane, and SCB & Steck. At 2222 and Foster. I assume that the city would move the bike lanes up on the sidewalk, like they did at Barton Hills Elementary on Barton Hills Drive. Which required a wider sidewalk for the bike lanes. Property owners at these intersections should be aware of this possible impact. And moving the bike lanes up on the sidewalk may also also move more competitive bicycle riders into the vehicle traffic lanes. An "all abilities" trail should address the steep hill around 41st St, especially if reducing bike traffic to 1/2 the current space. Private discussions with SCC members show that they have thought about the issue, but it is not included in the published proposal. The plan states that dedicated lanes are required to allow safe "all ages" bicycling along SCB. This is already supported (and used) along most of the route using existing sidewalks. While SCB vehicle traffic is a concern to my neighbors with children, their children already bike to school and to friends' houses safely. The plan should address planned growth, including the Austin Oaks development at MOPAC and Spicewood Springs. And while very recent, McKalla Place. In short, while we all want a safer Austin the existing SCC Trail Plan needs some more work. As a vision I applaud it. And the challenges to connect downtown to Waller Creek are not easy — the distance is not short and the kinds of development along the route are diverse. But important details in the plan are glossed over. The necessary engagement of property owners along the route has just begun — more information needs to be given to the affected property owners and their concerns need to be addressed head-on instead of being brushed aside. And I am concerned that the plan does not address first the least-safe areas of Austin. Especially those around planned growth areas like the Domain. I do look forward to working with the Allandale Neighborhood Association, Shoal Creek Conservancy, and the city to revise and improve the plan. The common vision of a safe, connected city is desired. Meanwhile, some less-contentious alternatives to find some shorter-term common ground could be: Adding traffic calming along SCB, along the lines of what was done along Barton Hills Drive. Better separation of cars and bicycles in the current multi-use lanes. Some bicyclists ride on the line — not leaving enough room for cars to pass them safely. Adding a second stripe to the current multi-use lanes could move bicyclists closer to the curb and would be a cheap and easy first step.		
96		√			Activities and Recreation, Connectivity and Community Access, Safety, Health and Well-Being	B	Joanna - Thanks for engaging with my neighborhood on the proposed new bike lanes. As an Allandale resident, I wanted to provide some direct input to the plans for Shoal Creek Boulevard bike lanes. The neighbors primarily involved in the response from the neighborhood association are residents on the street, and they don't want to give up their street parking. That's their top priority. My top priority is safe use for vulnerable road users. It seems likely that the safest solution to the shared use of SCB is to remove all street parking. The SCC plan for bi-directional bike paths is ok, but is not best-practice bicycle infrastructure. There is a risk that cars pulling out from cross streets won't see cyclists coming from both directions. Let's not give up on best practice when the neighbors aren't even willing to consider a reasonable compromise. I park my car in my driveway and garage, space that I own. Neighbors living on SCB can too. Street parking for a few dozen cars endangers the hundreds of runners and cyclists who use the road for pollution-free transportation and exercise. Since I pay taxes for those roads, just like the residents who use our roads for parking, my input counts too. I understand those residents feel entitled to our roads for parking, but that shouldn't interfere with making the road safe for all users.	9/8/2018	Email

SHOAL CREEK CONSERVANCY

October 29, 2018

The Allandale Neighborhood Association
Attn: Vice-President Adam Haynes
P.O. Box 10886
Austin, Texas 78766

Dear Mr. Haynes and ANA Special Committee on Shoal Creek Boulevard,

A sincere thank you for the August 30, 2018 letter regarding the June 2018 draft *Shoal Creek Trail: Vision to Action Plan* (the Plan) from the Allandale Neighborhood Association (ANA) Special Committee focused on Shoal Creek Boulevard (SCB). We look forward to a continued conversation about SCB that furthers our shared vision of creating a safe and continuous pathway from Lady Bird Lake and downtown to the Walnut Creek Trail, north of the Domain.

We also greatly appreciate your commitment to participate with us as co-stakeholders in the upcoming City of Austin Transportation Department's public process that will focus on SCB, from West 38th Street north to Allandale Lane. We look forward to deepening the conversation during this process, which will allow everyone to focus exclusively on this key segment of the Shoal Creek Trail pathway system. It is our understanding that the Austin Transportation Department (ATD) will provide research and analysis that is far more specific to SCB than the Plan was able to consider. This process will be the appropriate forum to collaboratively work through the concerns, issues and opportunities raised in your letter and to arrive at the best possible solution for the corridor. This will require balancing the needs and interests of property and business owners located along the street, as well as those of the larger community, as the Shoal Creek corridor is a key segment of a *regional* pathway, offering safe and desirable, "active transportation" and recreational connections to many daily destinations.

With this letter, and in the spirit of clear and straightforward communication, we aim to directly comment on each point included in the Committee's letter as well as clarify a number of important misunderstandings. We also provide a brief background on Shoal Creek Conservancy, the Plan and the public process to date.

Also, as agreed during the July 2018 meeting with Council Member Pool, we will add clarifying language to the final version of the Plan and will revise several of the cross-sections in an effort to address several of the concerns expressed in the Committee's letter. SCC looks forward to sharing the final plan with the Steering Committee that includes these changes. We anticipate that this final version will be available in November 2018. The Committee's comments will be referenced in the revised section of the Plan that discusses Shoal Creek Boulevard, and the letter, in its entirety, will be included in the first

section of the Appendices (A.13) that compiles the feedback received during the summer 2018 public input period.

Shoal Creek Conservancy and the Plan

Shoal Creek Conservancy (SCC) is a 501(c)3 nonprofit organization that champions the 13-square mile Shoal Creek watershed in order to create a healthy and vibrant community. SCC was founded in 2013 by a group of Austinites concerned about the future of Shoal Creek and the Shoal Creek Trail. The organization engages in thoughtful, public-private partnerships; leads fun and meaningful educational programing; and spearheads on-the-ground improvements that make the Creek and its Trail a safer, more accessible, and more inspiring place to be.

The goal of the *Shoal Creek Trail: Vision to Action Plan* is to create a plan for improving, connecting and extending the Shoal Creek Trail for education, recreation, and transportation in a way that builds on its natural and historic character. It is a high-level, conceptual plan intended to provide an overall vision, as well as more specific guidance on further studies and the many next steps necessary for any vision to be realized.

The Plan, including the appendices, is available on the project webpage at www.shoalcreekconservancy.org/trailplan. The vision is to create a continuous, 13-mile long pathway from the Butler Trail at Lady Bird Lake to the Walnut Creek Trail. When complete, the pathway will become part of Austin's growing urban trail network, tying into a 30-mile loop trail around Austin. The project was initiated by SCC and funded by private donations from the Downtown Austin Alliance, Jack and Carolyn Long, Constructive Ventures, Georgia B. Lucas Foundation Fund, St. David's Foundation, The Powell Foundation, and the Charles and Betti Saunders Foundation Fund. The City of Austin Public Works Department, through its Urban Trails Program, serves as the primary City of Austin partner for the creation of the Plan, and will continue in this role to help implement the Plan.

Public Process to Date

The June 2018 draft *Shoal Creek Trail Plan* is the result of an inclusive, public process that began in May 2017. The public process included: conducting three public workshops in different locations along the proposed pathway; submitting articles to include in neighborhood association newsletters; managing a robust project website with materials and a map with all public comments received; posting flyers in local places of business; and other strategies. (A document with a list of strategies employed is available at www.shoalcreekconservancy.org/trailplan.) As part of this process, SCC requested opportunities to speak at over 40 community groups located within the Shoal Creek Watershed and listed on the City's community registry. SCC was invited to speak at the Allandale Neighborhood Association (ANA) meeting in December 2017, after a number of requests for opportunities to provide a presentation to this important stakeholder. Comments from ANA were received on August 30, 2018.

The Conservancy and the project team also created of a Community Advisory Group (CAG) and a Technical Advisory Group (TAG) to guide the development of the Plan. The CAG met three times during

the planning process and consisted of representatives of over 70 neighborhood associations, major employers, nonprofit organizations and other stakeholder groups with an interest in Shoal Creek and the trail. Representatives from the Allandale Neighborhood Association serving on the CAG included Rand Zumwalt and Kata Carbone. The Technical Advisory Group (TAG) consisted of representatives from over 10 City of Austin departments and divisions as well as other public entities with an interest in Shoal Creek. The TAG members served as subject matter experts and will continue to guide the detailed design and implementation of the Plan, by providing analysis, information, best practices in design and construction, and by reviewing plan concepts and drafts to ensure the overall Plan and its forthcoming detailed plans are consistent with City priorities, policies and regulations. The Conservancy also engaged a skilled team of technical consultants to develop the Plan, including McCann Adams Studio, Siglo Group, and Fermata, Inc.

Stakeholder engagement has been and will continue to be a pillar of this project. The proposed pathway represents a regionally important facility and amenity and a key component of our City's growing urban trail network. As such, with this Plan, we seek to balance the many different stakeholder perspective represented during this process and look forward to a continued conversation that takes into account diverse interests.

SCC is committed to a continued conversation and collaborative relationship with the neighborhood association. As such, we offer the following responses and clarifications to your group before the City-led, public process begins, which we anticipate will be late 2018. The Plan presents a high-level, conceptual plan for achieving the overall trail vision. It is meant as a starting point for the more focused stakeholder engagement, technical analysis, and planning to occur as each individual project in the Plan moves forward toward final design, engineering and construction.

SCC's Initial Responses to ANA Steering Committee Comments, Concerns and Suggestions
The following is meant to thoroughly and accurately respond to the Special Committee's letter, tracking it point-by-point for your convenience. We hope that this provides the Committee with clarifications about and the rationales for the preferred design alternative along SCB in the draft Plan. For your convenience, we have titled our comments with headings that track your letter, in quotes.

"Concerns with Shoal Creek Bike Lane Redesign":

1. ***"Elimination of Parking on the West Side of SCB":*** The overarching goal of the *Shoal Creek Trail: Vision to Action Plan* is to create an "all ages and all abilities" recreation and alternative transportation pathway that regionally connects schools, homes and places of business and becomes a part of our region's growing network of urban trails. As such, the draft Plan analyzed three different alternative design approaches, and recommends a two-way, protected bikeway as the best design approach at this time to achieve this goal. We believe that this alternative best aligns with City policies and plans and City Council priorities as well as current international best practices - while still allowing for continued parking on the east side of the street. As noted on pages 30 - 31 of the draft Plan, the planning process also considered a one-way, protected

bike lane on both sides of the street. This configuration was not deemed preferable because it would require removal of *all* parking from the street.

a. ***Continued property access for public and other services:*** The letter expresses concerns regarding reduced access to City and other services. We agree that any solution for Shoal Creek Boulevard ***must*** allow for the smooth continuation of garbage, delivery, fire, emergency and other services. This is the type of more detailed analysis that will be conducted during the forthcoming City-led SCB public process.

b. ***Safety of pedestrians crossing the street:*** The project to improve SCB is and will continue to be founded on safety for all users, including pedestrians, bicyclists, and drivers. This is an important consideration that was taken in to account in the preferred alternative offered in the plan. Studies show that introducing two-way protected bikeways with intermittent raised curb-type barriers does more than just make a comfortable route for bicyclists. The design can help calm traffic speeds, shorten crossing distances for pedestrians, and provide better sight lines for drivers entering, exiting and driving along the roadway. We look forward to continuing this conversation in the coming months as stakeholders in the City's public process.

2. "Increase Sidewalk Widths to Twelve (12) Feet": First, thank you for bringing to our attention the information about the width of the existing sidewalk. We will add language in the Plan to reflect that there is a range of existing sidewalk widths along Shoal Creek Boulevard today. Importantly, we believe there are a number of key misunderstandings regarding the proposed sidewalk widening, which is described in the draft Plan as proposed "where possible." First, the draft Plan does not propose widening the sidewalk to 12 feet. This may have been misunderstood from the cross-sections that showed a 12-foot zone including both the existing sidewalk and landscape zone. We will update the graphics in the revised Plan to make this clearer.

In addition, the draft Plan does not propose any impact to protected and/or heritage trees, rather it seeks to enhance and celebrate the natural environment as noted in Guiding Principle 2: Natural Resources and Ecology. Damaging the heritage tree population along Shoal Creek as a result of constructing a wider pathway would be unacceptable to Shoal Creek Conservancy and its partners. Similarly, the draft Plan does ***not*** propose impacting the City-installed limestone retaining walls, as this would not only be very costly, but could adversely impact existing trees and landscape. We will add clarifying language to this effect in the Plan. ***To further clarify, Segment B of the Plan only proposes changes within the city-owned public Right of Way and does not propose changes on private property.*** Lastly, we are excited to hear that a tree survey has been conducted along the Boulevard and would greatly appreciate your sharing that survey with us.

3. "Shifting Traffic Patterns from the Center of SCB": The preferred alternative offered in the plan would replace the existing width of the parking lane with a two-way protected bike lane, which would not significantly shift the current configuration of the travel lanes. As with any public street design

modification, the final SCB street plan will require a professional traffic engineering study to design any new striping, barriers, signs and signals, landscape, curbs, etc., so that these comply with safety regulations that insure proper alignment is maintained.

4. *"Addition of Concrete Dividers, Traffic Buttons, and Bollards"*: We agree that the design of any "separators", buffers or barriers between bicyclists and vehicular traffic must necessarily ensure preserving private property access, for public services, such as fire, EMS, police, trash collection, postal delivery, etc., private services and normal daily access of residents and their guests. ***There is no limitation of private or public property access along Shoal Creek Boulevard called for in the Plan***. If installed, raised barriers that separate cars from bikes would be interrupted as necessary to allow for such access.

5. "Harder for Bicyclists to Avoid Trouble": The proposed two-way, protected bicycle lanes are intended to create a safe situation for riders of all ages and abilities, especially those that are not comfortable in a painted bicycle lane or sharing the lane with motor vehicles. However, in some cases highly experienced recreational or commuting bicyclists choose to "take the lane", as is their right, and travel in the center of the main vehicular lane, as they do now on Shoal Creek Boulevard per their preference or where they must enter the lane because parked cars impede them from proceeding in the shoulder. The preferred alternative in the Plan would allow for frequent interruptions of this barrier so that bicyclists could move into or out of the protected bicycle lane with ease to avoid trouble.

6. "Making the Allandale Section of the Trail Plan Priority 1": Restriping Shoal Creek Boulevard from 38th to Foster Lane was included as one of the five priorities in the draft Plan based on TAG, CAG and public input during the planning process. Specifically, this project received the most comments of support during the fall 2018 public input process, which is why it is listed as Priority One in the draft Plan. We received feedback from many different users of Shoal Creek Boulevard that the shared bike/car lane that currently exists does not provide adequate space for bicyclists and cars to co-exist safely. It is the preference of SCC that the City pursues all five priority projects simultaneously, as partnership and funding opportunities arise. However, as agreed upon during the July 2018 meeting at Council Member Pool's office, we will remove the numbering on the priority projects in the draft Plan and reorder the projects so that Shoal Creek Boulevard is not listed first.

<u>"Agreements with Shoal Creek Bikes Lanes Redesign":</u>

1. "Better Separation of Bicyclists and Motorists Increases Safety": We agree with many of your observations and ideas and look forward to partnering with you to find the best solution for devices to separate cars and bikes.

2. "Wayfinding Signs Promoting Local Assets": We, too, are excited to implement a wayfinding and interpretative signage program that would highlight Allandale's unique places of interest and key destinations, as part of a larger wayfinding master plan.

3. "Creating Safe Crossings": We anticipate the City-led process will seek to gain an in-depth understanding of the neighborhood's observations about the existing pedestrian street crossings and which ones may need to receive special or improved crossings.

"Additional Considerations for the Shoal Creek Bike Lanes Redesign":

1. **"Utilize Great Northern Boulevard":** Shoal Creek Boulevard was selected as the primary route due to the superior connectivity as compared to Great Northern Boulevard. While we believe Great Northern Boulevard offers excellent opportunities for recreational cyclists, adopting this route in lieu of Shoal Creek Boulevard would not address the more regional, transportation continuity and connectivity needed.

2. **"Improve the 2222/SCB Intersection for Bike Riders":** We agree that this intersection needs to be redesigned. As proposed in the draft Plan, and strongly supported by City staff, a pedestrian and bicycle trail undercrossing of the Allandale Road (2222) bridge is proposed. In addition, we look forward to making this intersection safer at the surface through our work together in the future.

Thank you again for your thoughtful consideration. We look forward to the continued partnership and conversation, and please feel free to call me directly at 512-474-2412 at any time.



Joanna Lynn Wolaver
Executive Director
Shoal Creek Conservancy

CC:
Council Member Leslie Pool
Council Member Ann Kitchen, Chair of the Council's Mobility Committee
Janae Spence, Community Services Division Manager, City of Austin Public Works Department
Laura Dierenfield, Active Transportation and Street Design Division Manager, City of Austin Transportation Department
Nathan Wilkes, Street Design Engineer, City of Austin Austin Transportation Department
Jana McCann, McCann Adams Studio

The Allandale Neighborhood Association
P.O. Box 10886 • Austin, TX 78766

August 30, 2018

Ms. Joanna Wolaver
Executive Director
Shoal Creek Conservancy
Post Office Box 11520
Austin, TX 78711
(deliver via email: joanna@shoalcreekconservancy.org)

Dear Ms. Wolaver:

The Allandale Neighborhood Association (Association) is a not-for-profit organization within Austin representing residents in Allandale, including those living along the almost three-and-one-half miles of Shoal Creek Boulevard (SCB) from Hancock Drive to Anderson Lane. There is no other section of SCB which has more impact on a neighborhood and its residents than the section of the roadway making up the spine of Allandale. As such, the Allandale residents should be considered as an interested party and the primary stakeholders for any changes proposed to SCB.

The Association formed a Special Committee to focus on the SCB redesign, and I was asked to chair this committee. Our committee consists of home owners along SCB and other areas of the Allandale neighborhood. We have bicyclists who ride SCB daily, and we have commuters who drive SCB to destinations throughout Austin. The attached comments are a product of the Committee's deliberations.

We agree with the overall goal of *The Shoal Creek Trail: Vision to Action Plan* (Plan), and we share the desire to improve the safety of SCB for all users. However, several elements of the Plan are problematic for Allandale residents. Although we have given SCC many opportunities to hear our concerns, we have been ignored. We are very disappointed to see that few of the residents' concerns are reflected in the current version of the Plan.

The Association is committed to working with SCC and the City of Austin to improve SCB in a way that balances the interests of all parties. We hope and expect the attached comments will encourage a new, good-faith effort to reach a successful resolution for improving SCB.

As per our agreement in our prior meeting with Councilmember Pool, we understand these comments will be included as part of the body of the final report submitted by the Conservancy to the City of Austin and not relegated as an attachment in an Appendix. As representatives of the neighborhood, we look forward to working cooperatively to create a healthy and vibrant community along SCB.

Sincerely,

Adam P. Haynes, Chair
SCB Redesign Committee

CC: leslie.pool@austintex.gov

APPENDIX A.13

The Allandale Neighborhood Association (Association) is a not-for-profit organization within Austin representing residents in Allandale, including those living along the almost three-and-one-half miles of Shoal Creek Boulevard (SCB) from Hancock Drive to Anderson Lane. There is no other section of SCB which has more impact on a neighborhood and its residents than the section of the roadway making up the spine of Allandale. As such, the Allandale residents should be considered as the primary stakeholders for any changes proposed for SCB.

We agree with the overall goal of *The Shoal Creek Trail: Vision to Action Plan* (Plan), and we share the desire to improve the safety of SCB for all users. However, several elements of the Plan are problematic for Allandale residents. Although we have given SCC many opportunities to hear our concerns, we have been ignored. We are very disappointed to see that few of the residents' concerns are reflected in the Plan in its current version (as of June 2018)

We, the members of the Allandale Neighborhood Association Special Committee on Shoal Creek Boulevard (Committee) offer this summary of residents' concerns of the current draft Plan. In particular, we present the thoughts of the Association and concerned residents about the impacts the Plan would have on SCB from Hancock Drive to Anderson Lane, which passes through the heart of our neighborhood.

The Association is committed to working with SCC and the City of Austin to improve SCB in a way that balances the interests of all parties. We hope and expect that this document will encourage a new, good-faith effort to reach a successful resolution

Concerns with Shoal Creek Bike Lane Redesign:

1. **Elimination of Parking on the West Side of SCB:** Based on feedback received from home owners and other Allandale residents, the loss of half of the parking along SCB is unacceptable. Home owners along SCB purchased their property with the expectation of having a fully functioning road for their use. This not only includes the option of street parking but also includes the functions of package deliveries, utility service calls, and garbage collection. Eliminating parking on the west side would seriously restrict these important services for those home owners. Unless we can reconfigure the Plan to maintain street parking on both sides of the road, we are at an impasse.

   In addition, forcing parking to the east side of SCB would put many residents in harm's way when crossing the street during times of heavy traffic usage. This is especially true for children or elderly residents of SCB. Most residents commute from Allandale to other parts of the city for work. These residents return home during rush traffic times. Parking on the east side of the street forces those home owners to cross a major, north/south collector street with little to no protection from traffic proceeding in both directions. Clearly, a hazard to be avoided at all costs.

2. **Increase Sidewalk Widths to Twelve (12) Feet:** To begin, the representation of the Plan is not accurate regarding the existing sidewalks. It represents sidewalks at a width of eight (8) feet along the east side and seven (7) feet on the west side. Residents have measured the sidewalks and cannot find sidewalks at these widths. In fact, the majority of the sidewalks are four (4) to five (5) feet wide on both sides of SCB. In addition, many of the properties have city-installed, stone walls which were placed when the sidewalks were put in place a few years ago. Thus, expanding them to twelve feet is not feasible without a huge expense.

   In addition to this expense, expanding the sidewalks would cause unacceptable damage to our tree population in Allandale. A survey of SCB from Anderson to 2222 found more than 155 heritage trees within five feet of existing sidewalks on both sides of SCB. Continuing south from 2222 to Hancock, there are almost 65 heritage trees at private homes within five feet of sidewalks. This figure does not include the trees located on city property along the greenbelt just south of 2222. Finally, there are almost 50 heritage trees located between Hancock and 38th Street, again excluding the trees located along city property just north of 38th Street. Expanding sidewalks in these areas would impact the root zones of more than 300 heritage trees and could lead to massive urban deforestation in central Austin.

3. **Shifting Traffic Patterns from the Center of SCB:** A review of the Plan indicates a shift in the roadway centerline of up to two feet to the east for all vehicular traffic. SCB contains many blind curves and shifting traffic closer to the edge of these curves exacerbates sight limitations and navigation difficulties. Because a similar striping pattern exists on less-traveled, straighter streets does not mean that same traffic pattern will work on SCB. We are concerned about the safety impact of moving the SCB traffic centerline and look forward to the professional engineering review of this issue.

4. **Addition of Concrete Dividers, Traffic Buttons, and Bollards:** While we support efforts to increase separation between bicyclists and motorists, we are generally opposed to the separation devices listed in the Plan. Not only do the traffic devices listed impact the visual nature of our neighborhood, they generally limit essential traffic from accessing properties along SCB. We are concerned about the difficulty utility-meter service vehicles, package deliveries, garbage and recycling services, and mail deliveries would encounter with these traffic devices. In addition, these traffic features also make ingress and egress to our homes much more difficult.

5. **Harder for Bicyclists to Avoid Trouble:** We see large groups of cyclists on SCB, travelling two or three abreast. We believe it's likely that many such groups would not want to be confined in a 2-way bike lane and would instead choose to ride in the traffic lane. With the addition of a concrete divider, traffic buttons, or bollards, the riders' ability to get

back into the bike lane would be restricted, and they may be less able to avoid hazards or sudden traffic changes. We need much more information about alternative options which may be available for use on SCB.

6. **Making the Allandale Section of the Trail Plan Priority 1:** The Plan identifies the work focused on SCB from 38th Street to Anderson as a top priority. We understand every project has to begin somewhere, but we do not understand why the priority is focused on Allandale. We agree the shared-use bike lanes in our neighborhood are not perfect, but we do have shared-use bicycle lanes throughout our neighborhood. That is not the case north of Allandale, especially north of Highway 183. We must question the decision to propose spending limited tax dollars to make the good, better. Rather, we believe it is better public-policy to spend those limited funds to provide areas without bicycle facilities some level of service.

Agreements with Shoal Creek Bikes Lanes Redesign

The Committee does commend SCC for the vision of the Plan. We agree with the benefits of connecting a bike-friendly path from Lady Bird Lake to the Domain. This path, if done correctly, could benefit bicyclists, motorists, and residents alike. As stated, we also agree with the overall goal of improving the safety of SCB for all users.

1. **Better Separation of Bicyclists and Motorists Increases Safety:** We agree with this idea even though we disagree with the means for achieving this goal in the Plan. We propose the SCC, city, and Association work to develop ideas for all stakeholders. One idea is to use less-intrusive traffic devices like reflective dots or limit the use of button and bollards to selected curves to reduce opportunities for vehicles 'cutting corners'. As residents, we see vehicles cut in these areas everyday and can direct the city to the ones most likely to cause concerns. Additionally, residents may also support resurfacing/repainting the entire area within the shared parking and biking lanes. This type of colored area provides a visual narrowing of the roadway and tends to reduce speeds along the length of SCB, not to mention providing a smoother ride over an improved surface. Finally, we know many riders like to 'ride the line' to produce a smoother ride. Residents may favor an additional line or even multiple lines being added to the protected lane. We are open to discussions to improve the riding experience through our neighborhood and want to partner with the City to make our vison a reality.

2. **Wayfinding Signs Promoting Local Assets:** We agree with the need to highlight the benefits of Shoal Creek Trail. As proud neighbors, we agree with the need to place appropriate signage in Allandale to highlight our unique places of interest and key destinations.

3. **Creating Safe Crossings:** We agree with the need to improve pedestrian crossings at certain intersections.

Additional Considerations for the Shoal Creek Bike Lanes Redesign

As residents, we live and travel SCB every day. As such, we have potential ideas that have been overlooked and need to be considered as an option moving forward.

1. **Utilize Great Northern Boulevard:** This street is straight and flat and can be improved by repurposing some of the proposed funds. GNB has an unfinished section between White Rock Lane and FM 2222. If that section were completed to serve bicyclists only, it would improve the connectivity. In addition, GNB already has a dedicated bike lane similarly configured to the one envisioned in the Plan. We could improve on that existing infrastructure by expanding the dedicated lanes to the west. There is sufficient right of way between the pavement and railroad tracks. Extending the pavement by five to eight feet would double the available space for riders and would impact less desirable trees and shrubbery. Moving riders to the west would also create more space between the riders and vehicles. In addition, by repurposing space near Northwest Recreation Center, the trail could connect south of 2222 and have a safer crossing designed at Marilyn Street. Finally, the space for expanding sidewalks for a block along 2222 would be much less impactful to homeowners and would create a dedicated area just for bicyclists.

   Ultimately, GNB could connect on the north end as well to cross under Anderson Lane before connecting again with SCB to proceed north toward Highway 183.

2. **Improve the 2222/SCB Intersection for Bike Riders:** The current configuration should be improved for riders headed north on SCB. Riders must enter the traffic lane while going up-hill. They have to do this because the traffic island on the NE corner does not allow riders to cross in the crosswalk. There is a cut in the island for riders and pedestrians to go east/west but there is not access for north/south travel. This would allow bicyclists to use the crosswalk and transition to the roadway after crossing the busiest part of the intersection.

   We could also improve the SW corner to allow bicyclists an easier transition going south on SCB. By pulling the curb back into the greenbelt, cyclists could have an additional couple of feet just south of the intersection and allow them to avoid most traffic coming through the intersection. A cut from the sidewalk to the roadway farther down SCB near the end of the greenbelt would allow less experienced riders to utilize the sidewalk until the bike lane resumes and the roadway widens to the standard width.

Association Expectations for the Shoal Creek Bike Lane Redesign: Be assured, our Committee stands ready to work with all partners willing to consider our concerns. We welcome the opportunity to help develop a survey for the City to poll each homeowner along SCB and gather opinions about the Plan. Ideally, the survey would include additional residents just off SCB and seek additional ideas as well. We expect this survey to take place before any formal City action is taken on the Plan. We await responses to our concerns and the opportunities to work on areas of agreement.

Shoal Creek Trail: Vision to Action Plan
Media Covera e

- July 16, 2018 – CultureMap, 5 visionary projects designed to transform Austin's Shoal Creek Trail
- July 13, 2018 – Austin Chronicle, Shoal Creek Trail on Track
- July 12, 2018 – Austin American Statesman, Shoal Creek Trail would trade 4 miles of parking for bike lanes
- July 12, 2018 – Fox7, Shoal Creek proposed changes spark concern
- July 9, 2018 – CBS, Old trestle bridge in Downtown Austin could get new life
- July 5, 2018 – Community Impact, Conservancy releases $66 million plan to extend, enhance Shoal Creek Trail
- July 4, 2018 – KXAN, Shoal Creek Conservancy wants to extend trail to north of the Domain
- July 3, 2018 – KVUE, Plans to Extend the Shoal Creek Trail
- July 3, 2018 – Austin Monitor, Big Plans for Shoal Creek Trail Unveiled
- June 2018 – Towers Blog, Five Takeaways From the Shoal Creek Conservancy's New Trail Plan
- November 2017 Community Workshop – CBS
- September 2017 Community Workshop – Austin Monitor and KXAN
- June 2017 Community Workshop – Austin American-Statesman and Community Impact

B. PUBLIC HEALTH

B.1 Community Health Survey Summary and Results (Austin Public Health, 2018)

Shoal Creek Trail: Vision to Action Plan

Community Health Impact Assessment Survey Results

Prepared by Sarah Seidel, DrPH
Research Analyst
Office of the Medical Director
Austin Public Health

Methodology

A rapid health impact assessment was conducted using a 20-item survey distributed over the course of six months at three community meetings held along the Shoal Creek corridor. Participants were invited to take the survey on paper, on tablet, or via a link included in emails from the Shoal Creek Conservancy. Survey questions included demographic questions (zip code, age, gender, race/ethnicity, level of education), general self-rated health, physical activity habits and barriers to walking and biking in neighborhoods, desired features and amenities along the pathway, and general attitudes and beliefs about the pathway and natural spaces. A total of 290 individuals answered the survey.

Most respondents were from 78731, 78756, 78703, 78757, and 78705, all zip codes intersecting the Shoal Creek corridor. Most respondents had bachelors or graduate degrees, were non-Hispanic white, and rated their health as good or excellent. The average age of respondents was 46, and ages ranged from 9 to 89 years. Respondents participated in physical activity an average of five times per week for 50 minutes each time. The most common activities were walking, bicycling and running. The preferred method of traveling within one to two miles from home was using a personal vehicle (54%), followed by walking (21.5%) and bicycling (21.2%). The most common barriers to not walking or biking to destinations within one half-mile of home were not having enough time, fear of injury, and weather (heat). Respondents emphasized environmental barriers to walking, including no sidewalks, hot weather, vehicular traffic, and poor sidewalk conditions; and environmental barriers to biking, including vehicular traffic, lack of bike lanes, hot weather, and poor lighting. Support for the biking and walking pathways in the Shoal Creek corridor were overwhelmingly supported (95% strongly agreed or agreed). Additionally, 87% agreed that they would walk or bike more in their neighborhoods if they had a safe path, and 88% indicated they would walk or bike more to places within a mile of their home, if a path were nearby. Ninety-six percent of respondents said that visiting nature and green space was important to them.

Open-ended questions at the end of the survey addressed other concerns respondents had regarding the pathway, as well as other groups or individuals that should be involved in the project development of the trail. Themes for the concerns are presented following the quantitative data, and all text from answers are included in the Appendices A and B at the end of this report.

Respondent Characteristics

Zip Code

Zip	Count	Percent
78731	75	26.0%
78756	48	16.6%
78703	33	11.4%
78757	27	9.3%
78705	26	9.0%
78701	11	3.8%
78702	10	3.5%
78704	8	2.8%
78723	7	2.4%
78759	7	2.4%
78751	5	1.7%
78746	4	1.4%
78758	4	1.4%
78722	3	1.0%
78727	3	1.0%
78613	2	0.7%
78728	2	0.7%
78741	2	0.7%
78745	2	0.7%
78616	1	0.3%
78620	1	0.3%
78665	1	0.3%
78735	1	0.3%
78736	1	0.3%
78748	1	0.3%
78749	1	0.3%
78752	1	0.3%
79751	1	0.3%
78755	1	0.3%

Age

Average Age: 46 years

Median Age: 44 years

Age Range: 9 – 89 years old

Gender

Gender	Count	Percent
Male	108	41%
Female	155	59%

Level of Education

Level of Education	Count	Percent
Eighth grade	1	0.3%
Some high school	1	0.3%
GED/High school diploma	3	1.0%
Some college	20	6.9%
Bachelor's degree	104	35.9%
Graduate degree	159	54.8%
No response	2	0.7%

Race/Ethnicity

Race/Ethnicity	Count	Percent
Non-Hispanic White	229	86%
Hispanic	15	6%
Asian	5	2%
African-American	3	1%
Other/Multiple races	15	6%

General Self-Rated Health Status

	Count	Percent
Poor	0	0.0%
Fair	12	4.1%
Good	134	46.2%
Excellent	141	48.6%
No response	3	1.0%

Physical Activity & Barriers to Physical Activity Assessment

Physical Activity (PA) Levels

	Number of times per week	Number of minutes each time	Total minutes of PA each week
Mean	4.8	49.8	232
Median	4.0	45.0	180

Average mins/day of PA: 233 minutes per week / 7 days = 33 minutes per day

Most Common Types of Exercise & Physical Activity

Activity	Count
Walking	100
Bicycling	65
Running	60
Indoor (Gym)	35
Other Outdoor (Ultimate Frisbee, disc golf, golf, rock climbing)	28
Swimming	16
Gardening	10
Ball Sports	8

Preferred Method of Traveling within 1-2 Miles from Home

Method	Count	Percent
Personal Vehicle	155	53.8%
Walk	62	21.5%
Bike	61	21.2%
Car-to-go/Ride share service	3	1.0%
Combination (Walk/Bike/Vehicle)	3	1.0%
Combination (Walk/Bike)	2	0.7%
Combination (Walk/Vehicle)	2	0.7%

Personal Barriers to Walking or Biking to Destinations within ½ mile of home

Personal Barrier to Walking/Biking	Count
Not enough time	111
Fear of injury	58
Weather	44
Too tired	26
Not pleasant (traffic, not a nice walk, no sidewalk to walk on)	22
No one to walk/bike with	12

Don't want to	12
Young children	11
Chronic pain	10
Disabled	2

Environmental Barriers to Walking in Neighborhood

Environmental Barrier to Walking	Count
No sidewalks	145
Hot weather	141
Vehicular traffic	134
Poor sidewalk conditions	104
Lack of safe crosswalks	95
Weather conditions	59
Poor lighting	52
No place to walk to	28
Threat of crime (I don't feel safe)	16
Unattended dogs	14
Lack of handicap-accessible ramps	4

Environmental Barriers to Biking in Neighborhood

Environmental Barrier to Biking	Count
Vehicular traffic	167
Lack of bike lanes	139
Weather conditions or Hot Weather	63
Poor lighting	28
Lack of dedicated (protected) bike lanes	16
Threat of crime (I don't feel safe)	8
Hazards in the road	4
Unattended dogs	2

Desired Features Along or Near a Pathway

Feature	Count
Community gardens	74
Natural areas/green space	202
Community pool	68
Ball courts	17
Playground/jungle gym	49
Dog park	71
Shops/restaurants	131
Splash pads	42
Public art	82

Cultural/historical sites with signage	67

Additional Desired Features (as noted in Other)
Art installations
Trash and recycle bins frequently placed and emptied
Erosion control and prevention of side trails
Minimal development – keep it natural
No splash pads – waste of water
Books and newspapers stands
Spaces for public meetings
Boards for announcements
Patrol of pathways
Connectivity to swimming pools
Outdoor stages for plays, music, poetry readings
Appropriate distance from neighbors' houses.
No dogs, or clearly marked on-leash areas
B-cycle stations
Restoration of the natural creek
Maintained trail – no potholes or washout
Natural trail – no asphalt or pavement

Desired Amenities for the Pathway

Amenity	**Count**
Shade trees along the path	218
Lighting	132
Drinking fountains	94
Trailheads with restrooms	81
Signage marking points of interest and nearby transit stops	69
Distance/mile markers	53
Benches	36
Picnic tables	19
Exercise stations	18
Access and connectivity (access points, safe crossings & sidewalks to get to pathway, bus routes)	15
Outdoor showers	10
Separation between cars and cyclists	9
Stretching areas	8
Separation between walking and biking	5

Attitudes & Beliefs

	I support a biking and walking pathways in the Shoal Creek Corridor.	If I had a safe path in my neighborhood, I would walk and/or bike more.	I would be more likely to bike and/or walk to places within a mile of my home if a path was nearby.	Visiting nature/green space is important to me.
Strongly agree	243	191	191	229
Agree	17	46	47	31
Strongly agree + Agree	260 (95%)	237 (87%)	238 (88%)	260 (96%)
No opinion	5	21	22	5
Disagree	1	8	6	2
Strongly disagree	8	6	6	4

Concerns about Cycling & Walking Paths in the Shoal Creek Corridor

- **Delineation needed between walking and biking**
  - People with pets threaten cyclists' safety
  - Collision of bikers with walkers
    - Especially children and elderly
  - Conflicts between users on trail
- **Protected bike lanes & other bike lane concerns**
  - Collision of bikers with cars
  - Lack of barriers to protect cyclists from cars on Shoal Creek Blvd.
  - Lack of barriers to protect pedestrians from cyclists on Shoal Creek Blvd.
  - Heavy traffic with distracted drivers
  - Vehicular speed limit enforcement needed
  - Visibility of trail to drivers – poor visibility in certain areas
  - Whole route safety: no portion of route should have a high danger portion
  - Cyclists ride too fast on Shoal Creek Blvd.
  - Drivers drive 40mph on Shoal Creek Blvd. – need traffic calming devices
  - Cars are currently parking in cycling lanes
  - Garbage cans are in the bike lanes on Shoal Creek Blvd.
- **Connectivity issues**
  - Walkability to nearby destinations, like shopping and workplaces
  - Safe crossings at busy streets along the trail/ No safe way to get to the trail in certain areas
    - Crosswalk needed at Bull Creek Rd at 39th
    - Crosswalk at 39 1/2 St. and Shoal Creek
    - Safe crossings for kids going to/from Bryker Woods Elementary & Congregation Beth Israel

        - Crossing of high speed roads (Koenig, Burnet, Anderson, Airport)
    - Safety of access roads & points:
        - 29th St., Gaston, Windsor are not safe access points for children to get to Shoal Creek pathway
        - Medical Parkway has many speeding cars and no safe crosswalks – used to access Ramsey Park
        - Jefferson St. (Ridgelea) to Shoal Creek Blvd
    - Sidewalks to connect to trail are in poor condition or non-existent
        - Sidewalk requested on Burnet Rd at Duval – to cross to Kramer train stop
        - No safe places to walk/ride on 35th or 45th streets
        - Sidewalk at Oakland Ave and West 6th St needs repair
        - Sidewalk wanted at Old Enfield Road
    - Accessibility for all types of users (walkers, cyclists, ADA-compliant, children, elderly)
- **Pathway concerns (conditions & continuity)**
    - Current trail lanes too narrow
        - desire for ability of trail to accommodate two walkers abreast in each direction
        - accommodate both bikers and walkers
    - Continuous pavement desired for cyclists
    - Durability over natural surfaces
    - Discontinuity of trail south of St. Andrews – not a useful entrance to pathway
    - Discontinuity of trail south of 5th St. – requires going back into traffic
    - Uneven pavement – problematic for children's scooters, elderly
    - Places where pathway is too narrow, needs railings, too steep
        - 38th Street underpass
        - 34th Street underpass
- **General public safety from crime**
    - Video surveillance
    - Police surveillance
    - Better lighting for use when dark
    - Better lighting in underpasses
    - Emergency call stations needed
    - West 29th St and Claire St area is isolated
    - Pathway under West 38th St bridge is scary
    - Concern of loitering persons
    - Concern of bridge underpasses as hiding spots for assailants
    - Concern of individuals who are homeless and that may live under bridges or along trail
- **Poor maintenance of current trails and bike lanes**
    - Clean up trail segment from Lady Bird Lake to West 15th St before new construction
    - Damaged trails – potholes, washout
    - Unclear markings
    - Invasive vegetation along trail
    - Debris in bike lanes
    - Trails have exposed tree roots

    - Flooded pathways that get covered with silt are very dangerous to ride
- **Proximity to homes**
    - Parking overflow affecting neighborhood
    - Neighborhood children having to bike around cars
    - Trails too close to backyards – makes access too easy
- **Austin Memorial Park Cemetery concerns**
    - Trail should not pass through cemetery
- **Park aesthetics and protection of nature**
    - Keep park natural, too many hardscapes
    - Protect wildlife habitats
    - Preserve green spaces
    - More trees wanted – shade trees
    - Natural surfaces preferred over asphalt or concrete
    - Sufficient access for those with dogs to water and to poop bags
    - Sufficient trash and recycling bins
    - Stagnant water – mosquitos and parasites for dogs who drink it

Appendix A: Text in response to the question "What concerns do you have about pathways for pedestrians and bicyclists in your neighborhood?"

Access near busy streets

Access/Maintenance - important pathways are accessible for all and well-maintained in the long term.

Accessibility

Adding bike lanes to narrow residential streets make it unsafe for all - bikers, walkers, and drivers.

Any pathways going through cemeteries are concern.

Any pathways should be visible - eyes on the street. Even the trail keep me out of traffic, safe.

Arterial roadways bordering neighborhood are a concern for getting to school, shops, medical offices, and restaurants. Within the neighborhood is mostly fine, though the cut-through and/or speeding traffic is annoying during certain times of the day.

As traffic gets worse in Austin, it's getting more dangerous for cyclists and pedestrians. I'd love to see a Shoal Creek bikeway developed the full length of the city, but would want to make sure that it is well-lit so that solo female cyclists safe (and not a target for crime) riding on such a pathway.

At neighborhood access coordinated with APD to understand who is entering and exiting our neighborhood.

Being slightly disabled, I really fear aggressive or off-leash dogs.

Best if there is enough room for all users without creating conflict.

Bike lanes are ridiculously narrow and dangerous.

Bike lanes may be useful for skilled cyclists, but they're not much use to cyclists with less experience, slower reflexes, less hand/eye coordination, etc. Being so close to traffic is nerve-wracking at best, and dangerous to less skilled riders. When bike lanes end or are blocked, there is no separation at all from traffic. Traffic noise and fumes are also serious problems, not only for concentration, but also for short-term and long-term health. It's great that commuting cyclists have more protections for being on roads where they can travel quickly. For those of us who bike slowly, however, being able to use a clean, quiet path to pick up some groceries, go to the post office or bank, visit a cafe, etc., would be a dream come true.

Bike lanes should be protected or, in other words, they should be separated by a barrier or parked cars from automobile traffic. They should be separate from pedestrian use paths/sidewalks. Pedestrians should have their own paths or sidewalks.

Bike safety. Need for bike lanes. Improved signage.

Bikers & walkers not sharing the path well.

Bikers enjoy biking at speeds up to 35 miles an hour through our neighborhoods. They intimidate pets, children and elderly by zooming past in close proximity, sometimes yelling warnings to fellow bikers. Our speed limits are 25 mph. Intimidation of the elderly is a felony. The bikers also intimidate walkers and others along the trail.

Cars

Conflicts between users

Conflicts the two

Connectivity across Shoal Creek Shoal Creek pedestrian bridge placement (no crosswalk to east side of Shoal Creek, lack of protected bike lanes along Creek, lack of crosswalk across [Shoal] Creek [Blvd] for school kids, lack of continuous sidewalk on west side.

[Shoal] Creek [Blvd's] east side sidewalks have numerous obstacles, such as garbage cans and utility poles, that strollers and wheelchairs must navigate around in the street, very poor lighting at corner of 39th and [Shoal] Creek [Blvd] at nighttime makes ingress and egress very dangerous for bikers/pedestrians.

Crossing Shoal Creek Blvd from the Rosedale neighborhood (40th/41st block) to get to the Shoal Creek trail: within the last three weeks, I have seen at least two kids start to cross and then have to retreat when a fast moving car comes around the corner. Someone/someday will get seriously hurt at this crossing, as it's not safe.

Cyclists and pedestrians don't always mix well between 24th and 34th streets because the trail isn't wide enough in some areas.

Damaged trails, some dangerous intersections under bridges need more lighting and emergency call boxes.

Danger of collision w/ cars

Danger of vehicular traffic, lack of sidewalks

Dangerous getting kids from Rosedale neighborhood to Shoal Creek trail... To school, etc. Top of hill is blind, and the crosswalk at the bottom of the hills is un-monitored and often ignored.

Dangerous, at night. Bikes should not be on the same trail as pedestrians.

Decomposed granite trails are difficult to bike on; neighborhood is very disconnected from retail businesses; major streets are serious impediments

Differentiation between pathways/separate lanes for safety

Difficult to use, both bicycling and running/walking

Dog parks

Drivers often speed around me, sometimes too closely. It is also not safe for my children to bike on their own

Durability prioritized over joint friendly surfaces.

General comment: I would LOVE to have restaurants around bike/walk paths. For some reason in Austin this is an anathema, while in Europe there is often a place to get food and drink near nature: at the top of a mountain, in a lovely valley, along paths. It makes going out in nature much easier when you don't have to pack food, and it's lovely to enjoy a beer (or margarita!) outside.

Has periods of high-speed traffic, making it unsafe for pedestrians.

Having an Operational\Maintenance Plan developed by SCC to make any [implementation] sustainable.

Heavy and distracted vehicular traffic

Hostile, inattentive drivers

Hot weather

How close they would be to houses and if they would require existing trees that provide privacy to be taken down

I am 100% opposed to creating a path through any and all cemeteries including Austin Memorial Park. City of Austin can't take care of parkland as it is. When a trail goes through AMP it will need egress. What will happen when cemetery gets closed for dark hours? How will trails be maintained?

I am all for safe pathways for pedestrians and bicyclists, especially when they connect to other pathways and create a system that people can use to get around. We need to pay special attention to crossings. Crossing high speed roads like Koenig, Burnet, and Anderson is dangerous. We need more pedestrian hybrid beacons for safe, mid-block crossings.

I am concerned that bikes have to share space with parked cars. We need protected bike lanes.

I don't like the current situation on Shoal Creek Blvd where cars are parked in the "bike lane" also garbage cans force cyclists to have to go into car lane

I have heard there is a plan to cut through Austin Memorial Park. I think it would be highly disrespectful and inappropriate. I support pathways, but under no circumstance should it go through a cemetery.

I hope they will be designed with the best practices possible.

I live in Bryker Woods and have a young family. We walk/bike extensively in the neighborhood but rarely get out due to high car traffic borders...especially 35th/38th St. Plenty of parks and local businesses to walk to but no safe way to get there!

I live in BrykerWoods and bike commute down Shoal Creek daily (all your questions limited the distance to a mile - I drive to Randall's, which is the only thing a mile away I visit). I also run on Shoal Creek multiple times a week. I'm working up to getting my kids comfortable biking to Shoal Creek. This is where my concerns come in. The biggest one is that the only relatively safe access to Shoal Creek [trail]

is via 34th. The problem with that is that going anywhere on Shoal Creek from that entry requires getting back on the road (the discontinuity just south of St. Andrews or the road past 38th St). So, that entrance really isn't useful if we want to go to Pease Park or Town Lake. 29th St., Gaston, and Windsor are what I use when commuting, but there's no way I'd have my kids use those. Traffic is dangerous and the hills are too steep. Assuming I shepherd the kids past those, once we get downtown, the discontinuities between 5th St and Caesar Chavez require getting back into downtown traffic. Overall, Shoal Creek is soooo close to being the perfect urban train in Austin. But, difficulty getting to it (either due to busy roads or steep hills) and discontinuities in the trail make it almost inaccessible for the casual user. I benefit from this in that there's little competing bike traffic on it, but I'd rather see more casual users and have a slower commute.

I live in Wells Branch, and there is a lot of traffic issues getting out of the neighborhood even to the Kramer train station.

I regularly take my daughter (1st grade at Bryker Woods) to school on her bike. In the stretch of path that goes between 38th and 34th streets, there is a bridge over shoal creek that is quite dangerous for young riders. It is very narrow with a steep hill. I would feel much better about her biking if this bridge was made safer and at least had railings. The path could also use a railing on the section that goes under 34th street. There are a ton of young riders on these sections of the path every morning, and they make us very nervous.

I run under the 38th Street Bridge, but wouldn't feel safe with my wife or kids doing so without better lighting.

I support this but want to preserve green spaces as much as possible. Also important to delineate bike vs walk on path if hi bike traffic. Vancouver does this well along Stanley Park walk/bike way.

I think having pathways for pedestrians and bicyclists is very important.

I wish there was more frequent access to fresh water and doggy bags; concerned about walking alone north of homeless; remoteness of that section of the trail. I would walk street for coffee on Saturday mornings using the trail.

I would love to use a pathway to bike to work, but I have to be at work very early (6 AM) so lighting and a feeling of safety/visibility are very important. I would feel most comfortable if the pathway was very well-used (frequently used), not isolated and lighted.

I'd be concerned that pathway surfaces would be exclusively concrete/asphalt at the expense to our runners keep as much natural surface as possible! Even dirt.

If a nice path is developed along Shoal Creek between developments, there would likely be parking issues in our small neighborhood. We already have many cars parked on the street due to small driveways Adding cars of people visiting events/attractions at will likely put us in one of those neighborhoods where parking permits are required for people who live there.

If they are multi-use, they need to be wide enough for bikes traveling to safely pass dog walkers, strollers, joggers, etc. Shade would extend the number of months where cycle commuting is possible.

Even small bits of unimproved trail make it impossible for road bikes. Please use asphalt, not concrete with expansion. Make sure text on signage is large enough for cyclists to read.

In many places bicyclists go very fast and pedestrians.

Inadequate number of them

Insufficient connectivity

It isn't safe to cross shoal creek! The cars speed along the street and it's curvy so it's hard to see sometimes. I get nervous turning onto shoal creek from 40th because of that. There are so many kids in Rosedale that something needs to be done before someone gets killed by a speeding car!

It needs to be wide enough to safely allow pedestrian and bike traffic. Trail, at times dangerous when bicyclists encounter groups pedestrians walking abreast.

It takes away parking on some streets. Other streets are wide enough for parking and biking. It helps to have some sort of barrier between bike lanes and street, but it is not always possible.

It will be boring

Lack of a safe way for kids from my neighborhood to walk / bike to their elementary school. There is no safe place to cross Shoal Creek Blvd from Rosedale to Bryker Woods.

Lack of barriers to protect me from cars

Lack of bike lanes and sidewalks on busy streets that I need to connect me to transit opportunities. (e.g., no sidewalk on Burnet Lane at Duval, which I need to connect to the Kramer train stop).

Lack of connectivity, 45th street between Burnet & Mopac is a major barrier to me biking or walking anywhere. The sidewalks are dangerously narrow and the lack of bike lanes to my neighborhood being basically cutoff from anything to the sidewalks. The sidewalks on busy Street old, narrow, torn up by tree roots and old age, and too dangerous in heavy traffic.

Lack of green spaces

Lack of safe connections

Lack of separation between bikes pedestrian

Lack of sidewalks and bike lanes. Too much traffic

Lack of sidewalks and safe bike lanes

Lack of sidewalks; speeding bikers that obey traffic rules; if there are safe designated spaces for them to walk/ride.

Lack of the removal of invasive species, plant trees, and trash. The trail is in a broken sidewalks. I would like a safer trailhead. Now there's a steep hill and at the bottom is a soft, unstable gravel. It would be nice to have that paved to the trail and have the turns be easier.

Lighting

Lighting along shoal creek trail between 24th and downtown, particularly in underpasses

Limit contact with motor vehicles

Loss of natural areas

Maintenance on such pathways would be a source of concern. Who takes care of the vegetation and repairs damage?

Making sure that pedestrian walkways and bike paths are separated to avoid collisions.

Making sure there is sufficient shade, trail lighting is also important.

Making sure they are as safe as possible, not giving criminals places to hide - so strategically lighting, having emergency call stations. I bike to work downtown along shoal creek, and in winter when it is dark people are occasionally under the bridges, most are just looking for a place to sleep, but it is scary in the dark - likely for both of us.

Missing crosswalks at trail ingress/egress, obstacles in sidewalk path like utility poles, non-ADA friendly sidewalks

More people in the neighborhood

My neighborhood could be much better lit for walking/biking in the early AM.

My neighborhood has a good amount of sidewalks and a nice protected bike lane. The only trouble is trying to travel outside of my neighborhood on foot or bike where traffic increases and fewer pathways exist.

My neighborhood has good walkability and has close access to the Shoal Creek trails.

My neighborhood is very quiet now, although too hot to do any outdoor activity. I fear my neighborhood overtaken by pedestrians and bicyclists. I love the peace and quiet of my residential street. I know that it will change soon.

My neighborhood needs more dedicated sidewalks for pedestrians and dedicated bike lanes for bicyclists.

Narrowness of streets and the random end of sidewalks.

Need enough room for both and to shopping, dog parks, and cafes.

Need for more crosswalks, lighting at night, more sidewalks, and continuous paths to the places I'm trying to go to avoid being on roads with cars.

Need for safer, well-lit (low-glare) crossings including raised crosswalks on major streets so pedestrians, kids and people in wheelchairs, are raised up and visible to drivers.

Need more protected bike lanes

Need more, and clean / safe well-lit options

No concerns

No sidewalk on parts of Shoal Creek Blvd and Research Blvd

No sidewalks… Pathways need to be much wider than standard sidewalks, and they should be asphalt to avoid need for expansion joints. Dogs on leashes can greatly interfere with cyclists going even 10-15 mph. Maybe put walkers closer to creek in the shade, and cyclist closer to the street for urban commuting and exercise.

None exist and getting city to find room to add

None. Would love a way to connect with neighbors and create a space that is safe for kids and families to work out and be outdoors

Non-existent sidewalks on busy streets to access paths. Fast cyclists encountering young children or the elderly.

Not connected - people have to cross to get to the new Safety, narrow roads, unfriendly environment

Not enough connections. Safety from cars. Cars parked in bike lanes.

Not enough of them.

Not enough of them.

Not enough safe areas to ride/walk on 35th and 45th St.

Not next to my house, across the fence from the proposed trail thru Austin Memorial Park. I am here to oppose a trail through the Cemetery or greenbelt across the fence from my house on Turnabout Lane; okay if there are bike lanes on streets; don't want easy access from a trail to my backyard.

Not safe from vehicle traffic--need more protections for cyclists & pedestrians at intersections & roadsides

Not safe-wide roads, fast traffic

Not shaded enough

Not wide enough for both/no separate lanes for bikers

Nothing, Brentwood has a really good multi-modal spine along Arroyo Seco. I wish there were more like it.

One thing I'd like to mention as a priority, but with no clear question to address it, is making sure investments are smart and cost-effective. There are two sides of this coin: making sure improvements have minimal maintenance needs, with clear channels by which to fund these; and making sure improvements made to the Shoal Creek corridor are accessible to as many people as possible (who can help foot the bill for future maintenance and improvements, via taxes, donations, and other means). I want a corridor that is as free from cars as possible, and offers as much nature as possible, and I also want a conservancy that supports new housing and jobs along this corridor so as many people can step

outside their home or office and easily enjoy Shoal Creek along its entire length. These desires are not mutually exclusive, and could [lead] to a well-utilized, well-funded community asset for all."

Only oppose going through cemetery

Our neighborhood has good sidewalks but none connected to close by businesses

Parked cars along Shoal Creek Blvd; Traffic consistently speeds 40 mph - need calming devices or police enforcing the speed limit

Paths and trails need to be connected to a network. Also, the Shoal Creek trail needs to be connected around 31st to 29th St. Right now you need to get back onto a road and deal with cars.

People ride their bikes on the street because there are no bike lanes

People who are using the pathways to get to work or for healthy recreation. Shoal Creek and Creek paths Streets improvements benches

Please don't go through Austin memorial park cemetery

Please, "future think" your plans: 1) too much urban hardscape in what should be a natural setting is a very disappointing outcome 2) Leave the mile markers off the trail plans - everyone these days has a or phone that tracks their progress.

Poor connectivity b/w dedicated trails w/ dangerous. Parking in bike lanes on shoal creek lack of rapid maintenance prevents commuting on trails w/ damaged.

Poor lighting

Poor or missing sidewalks

Poor sidewalk conditions

Poorly lit, making them unsafe at night

Possible increase in crime

Preservation of existing wildlife habitats along the creek, disruption from construction for adjacent homeowners, potential for increased crime risk to adjacent homeowners, connectivity to existing transportation infrastructure.

Proximity to homes - a buffer

Safe cross walks!!!!!!

Safe crossings at busy streets. Connectivity, connectivity, connectivity.

Safe separation

Safety

Safety

Safety

Safety - important the areas are safe from crime as well as safe for multi-use, namely WIDE enough for travel

Safety and interaction with cars

Safety and maintenance of trail

Safety and over-development (do not want it to turn into a tourist attraction or an area with shops/restaurants)

Safety from vehicles is my main concern.

Safety from vehicular traffic

Safety, 38th street and shoal creek is very busy with cars

Safety, especially related to vehicle traffic.

Safety, lighting

Safety, lighting, shade

Safety. There are too few sidewalks, and the "bike lanes" are laughable--no real separation between cars and bikes.

Safety. Would be used more if the path to daily chores-like food shopping. A longer bike path would be great for exercise.

Safety; access to and/or safe crossing of major arteries (Airport Blvd; Burnet)

Separation from car traffic is crucial

Separation from traffic

Shade should be a priority. It makes walking and biking so much more pleasant. Can't wait until this new trail is a reality.

Shared paths are sometimes very difficult to manage. The pedestrians and bicyclists can end up competing for the same space. Sad but true.

Shoal Creek trail cuts me off at around 5th street, so I use the public roadway to get to work. If the trail was complete I would never need to get off the trail all the way to work after leaving my neighborhood.

Sidewalks are missing or in poor repair. Existing bike lanes are generally unsafe, and have markings that are difficult to understand. Bike lanes need to be separated from motor vehicles by a raised curb, and markings at intersections need to be clearer.

Smooth continuous pavement and not concrete enjoyable for cycling.

Some people drive too fast through our neighborhood. I do want to out that I walk a lot in my neighborhood. I try to walk to destinations when I have time but things are not close like they might be in a city center.

Some sidewalks in are TERRIBLE! Fix sidewalks & lighting, will be enough for pedestrians

Speeders are also a problem.

Street has bike lanes, but is still so dangerous.

The 38th St Bridge at Shoal Creek is scary. I would like for this to be cleaner, lighter and better maintained so that I feel safer getting my kids to bike on that path to school.

The City refuses to lower speed limits or ticket or prosecute drivers who cause auto-bike injuries.

The crossing and traffic on Shoal Creek Blvd between 38th and 45th needs improvement. Visibility for turns is poor, and many students cross without a light or crosswalk.

The main place to bike in my neighborhood is along very congested routes with minimal biking lanes or lanes that are too narrow and do not provide enough of a buffer between cars and bikes. Within neighborhoods, sidewalks are cracked and or abruptly end.

The noticeable uptick in traffic cutting through the neighborhood to avoid Mopac. 45th at Shoal Creek 4-way stop is a nightmare for pedestrians / bicyclists.

The pathway under the 38th street Bridge is scary. It's very dark and often times there is a man sitting near the creek among the rocks. Also, there is no safe way to cross from the Rosedale neighborhood over to the Shoal Creek path, you have to cross busy Shoal Creek Blvd. Not safe for kids to do on their own.

The priority for me is that pathways along the Shoal Creek Trail do not cross streets. That should be a priority. At minimum, the trail should be extended to street without crossing streets if possible. Design features can be added to the trail later in separate capital campaigns. Reintroduce the trail to bikers and runners with a publicized extension. It's had limited access for a while.

The Shoal Creek trail between 29th & Claire does not as safe as the rest of the trail. My teenage daughter wants to run there, but I am not comfortable with her using that portion of the trail alone most times of the day/week because isolated. Also, a wider path along Shoal Creek with bike lanes AND lanes for walkers/runners would be a great addition. Cyclists often travel VERY fast and they do not always give warning. I walk and run without headphones, but I do not always hear them coming and near misses are common - not just for me but for many others. A divided path would be great for people on foot and people on bikes. Stagnant water causing mosquitos and illness to dogs that want to swim/drink from it.

They need to be integrated into safe off-road nature areas and provide a system of seamless connectivity. A painted line is not sufficient.

There are none.

There are not any close to my house.

There are not enough pathways and the roads are in poor condition.

There are practically none! We have no sidewalks and the bike lanes, such as they are, are mostly unprotected. I quit cycling altogether after too many near-death experiences in the heavy, hostile traffic, and I only run early in the morning, usually before the sun is up.

There aren't any. We need to have access to these facilities in all Austin neighborhoods.

There is not a safe way to get across Shoal Creek Blvd from our neighborhood of Rosedale. Cars are speeding down from 45th. Medical parkway has the same problem. Between 44th and 40th where most families live there is not a cross walk or stop light to cross Medical Parkway to access Ramsey Park.

There needs to be a safer way for kids to cross Shoal Creek between 45th and 38th. A pedestrian light like near the one at the Triangle on Lamar would be great at 39 1/2 St and Shoal Creek. Lower Rosedale residents need a safer way to get to Bryker Woods Elementary. The homeless people camping out near the 38th and 34th St. bridges on the trail can be scary for our kids.

They are mostly non-existent in my neighborhood. Pathways in my neighborhood would be great and would not concern me at all, even if they had to eliminate on-street parking in areas.

They are too far apart and often end at barriers with poor connectivity to other trails

They need to be wide enough for bikes and pedestrians to be going both directions and maybe two abreast each direction. About the width of a single car lane. If it is a bike lane on the street, cars park in these lanes and car doors open in oncoming cyclists' path. Or at intersections, cars use the bike lane as a right turn lane.

They need to be wide enough for bikes and pedestrians.

They need to keep the park natural - do not turn it into a freeway exit. They need to look natural. They need to be appropriately distant from the houses that are around it.

They’re disconnected for short bits, and people in cars seem to treat bike lanes as turn lanes. I feel like I would have to become a very expert bike rider to avoid collisions getting around

To see improvements and cleanup to the existing Shoal Creek trails around Street areas) completed before additional trails are extended.

Too exposed to traffic

Too many cars are parked on the street, so my kids have to swerve their bikes around

Too much debris in bike lanes

Traffic lights take too long. We have pretty good bike lanes, but traffic is heavy and drivers often seem distracted.

Traffic too fast on 45th street!

TRAFFIC TRAFFIC TRAFFIC. Getting to/from the greenbelts in our neighborhood require negotiating very busy streets (38th and Shoal Creek Blvd), where people drive very fast and there are very few crosswalks.

Trail between 34th and 38th streets is not safe for kids (of an appropriate age) to explore independently because of homeless or suspicious adults lurking there. More open spaces for better visibility and regular patrols would really help.

Trail entries should be where there is a crosswalk.

Trail should extend continuously from 29th to 34th street instead of forcing users to the sidewalk along Lamar.

Tricky connection to cross Shoal Creek Blvd. between 38th and 45th Street in peak hours. Really challenging to do so safely with kids going to school in the morning. The condition of the under street bridge at 38th can be scary at night. It is very dark and sometimes people hang out there. The creek crossing just north of the 38th St. Bridge could use some improvements in width and maybe hand rails?

Uneven surfaces concrete not level for kids scooters

Vehicle traffic, it would need to have a decent barrier from traffic to be safe.

Vehicles respect Pedestrians and bicyclists as they should and obey the laws.

Vehicular traffic on main streets when trying to cross at non light intersections.

Walkway around Park is dirt with plenty of tree roots and stick and rocks and gullies to trip on. Needs better surface for walking safely.

We actually use the current Shoal Creek trail often to walk or bike to / from school or visit friends in the neighborhood. The biggest barrier to using the trail is crossing 45th St. Cars speed and there are no sidewalks on the south side of the street. The 4-way stop at 45th & Shoal Creek is dangerous to kids, cyclists and pedestrians.

We have long had a problem of homeless camping in parks and along Shoal Creek. We strongly discourage public paths that give access to our private backyards, like Hyde Park, we already have burglars who use these hidden access paths to rob and burglarize our homes.

We need a connected network that is safe & comfortable for all users.

We need more pathways for pedestrians and cyclists because current conditions are unsafe. Routes should be connected and direct. For example, if a bike route has safe, protected bike lanes for 90% of a route yet there are intermittent high-speed portions, cycling will be much lower than if the whole route was safe. Also, if cyclists or pedestrians have to take an unnecessarily indirect or windy route, walking or biking will be discouraged.

We need protected bike lanes on Shoal Creek so more people comfortable riding on this wonderful thoroughfare

When we walk to school, it is very dangerous to cross Shoal Creek Blvd. A pedestrian crossing would be very welcome.

Width of trail

Appendix B: Text in response to the question "If there are people/organizations that you feel that we should contact about the Shoal Creek Vision to Action Plan, please let us know."

All businesses within 1 mile of Shoal Creek

All of Austin's neighborhood associations and encourage them to take part in the vision process

All of the neighborhood associations within 1 mile of Shoal Creek

Allandale Neighborhood Association

American Heart Association has been very involved in supporting greater access to biking and walking infrastructure, Safe Routes to Schools, etc. They would have very valuable input.

ATXWalks

AURA

Austin American Statesman (It is great to get the word out to a larger audience about the good that is happening as alternatives to using a car)

Austin Chamber of Commerce

Austin Gay & Lesbian Chamber of Commerce

Austin History Center Association

Austin Memorial Park – please do not cross through it

Austin Neighborhood Association

Austin Police

Austin Ridge Riders (present @ community meeting)

Austin Trail Foundation

Austin Transportation Department (ATD)

Austin Watershed Protection Department

Bicycle Advisory Council

Big Jump Initiative leadership committee

Bike Austin

Bike Share

Bike Texas

Bone Shakers Project

Bryker Woods Elementary

Bryker Woods Neighborhood Association

Bull Creek Road Coalition

Chambers of Commerce (that should want to see improvements in cycling infrastructure)

Children's Optimal Health (Maureen Britton)

Churches, schools

Cities Connecting Children to Nature

City of Austin Bicycle and Pedestrian Advisory Councils,

Congregation Beth Israel & BrykerWoods Elementary School (as two big organizations in the critical path of this effort with children who attend and walk bike from both)

Crestview/Brentwood Neighborhood Association

Development Services Department (DSD)

Downtown Austin Alliance

ECHO (Ann Howard)

Every adjacent homeowner

Evolve Austin

Friends of Austin Neighborhoods

Ghisallo cycling initiative

Gilbert of Gilbert's Gazelles and Steve Sisson of Rogue Running about the running routes they send their groups on. They both stand to benefit from an extension of the trail. There are over 400 people in these 2 running groups alone.

Headwaters School

Heritage Neighborhood Association

Highland Park West Balcones Neighborhood Association

Hill Country Conservancy

Homeowner that lives on Shoal Creek Rd. between White Rock and White Horse who always puts out water for runners & bikers. It is so nice and I always stop to use it, esp. in the summer. This person may have good knowledge of use of the space and support improvements.

Lady Bird Lake groups

Memorial Park Cemetery plot owners

Neighborhood associations

Neighborhood Associations who have previously polled their members and found strong and sensible opposition to foot/bike paths along Shoal Creek, especially on private property.

North Shoal Creek Neighborhood Association

Old Austin Neighborhood Association

Organization and people with funding resources for increased treatment and services for the homeless, drug addiction, mental illnesses.

Organizations to legalize marijuana and other drugs so people can access them without having to hide in parks and trails to use them and don't have to rely on criminal black market sources and K2.

Other Cities: have you talked to cities that are doing this well, such as Tulsa, OK, and Portland OR?

Pam LeBlanc (Fit City columnist at the Austin American-Statesman can help get the word out)

Parks and Recreation Department (PARD)

Pease Park Conservancy

Preservation Austin

Queer Students Alliance at UT

Ramsey Park organization

Residents within 1 mile of Shoal Creek

Restore Rundberg Revitalization Team (Monica Guzmán)

Ridgelea Neighborhood Association

Rosedale Neighborhood Association

Safe Routes to Schools

Save Austin's Cemeteries (sachome.org)

Schools: UT, ACC,

Seton Medical Center

Sierra Club

St. Andrew's Episcopal School

Texas Bicycle Coalition

Texas School for the Blind and Visually Impaired

The Grove at Shoal Creek development

Tom Wald

Trail Roots

University Area Partners

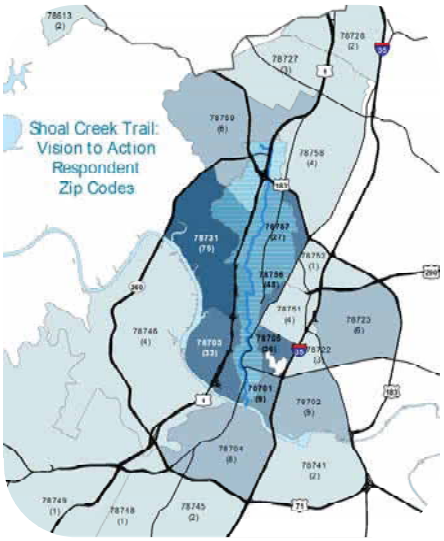
Urban Transportation Commission

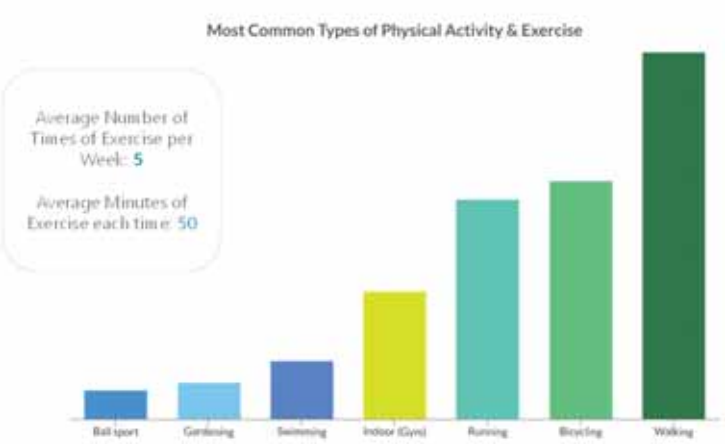
Vision Zero Task Force

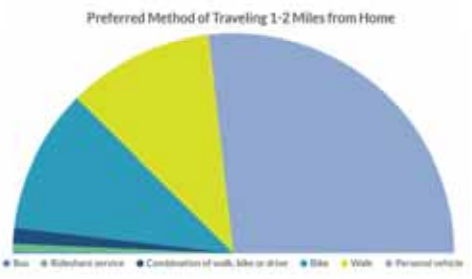
Walk Austin

SHOAL CREEK TRAIL: VISION TO ACTION PLAN

COMMUNITY HEALTH IMPACT ASSESSMENT







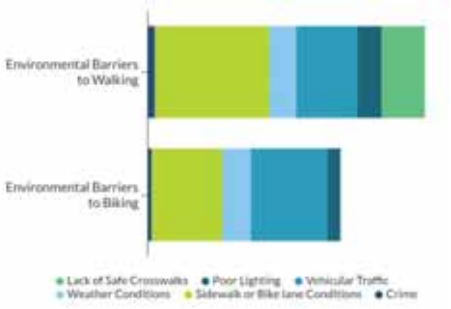


95% support a biking/walking pathway along Shoal Creek Corridor

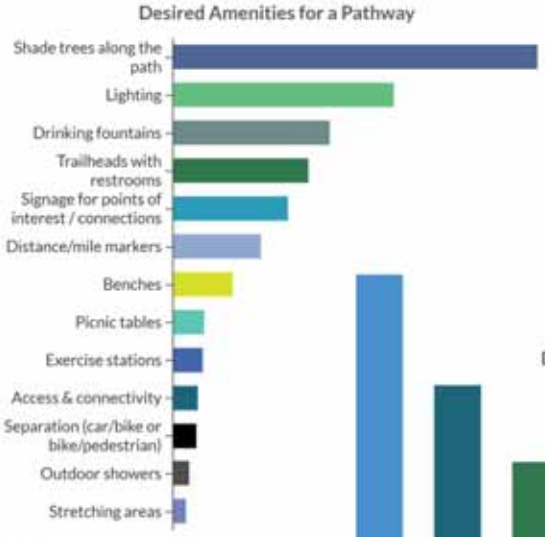
87% would walk/bike more if there was a safe path

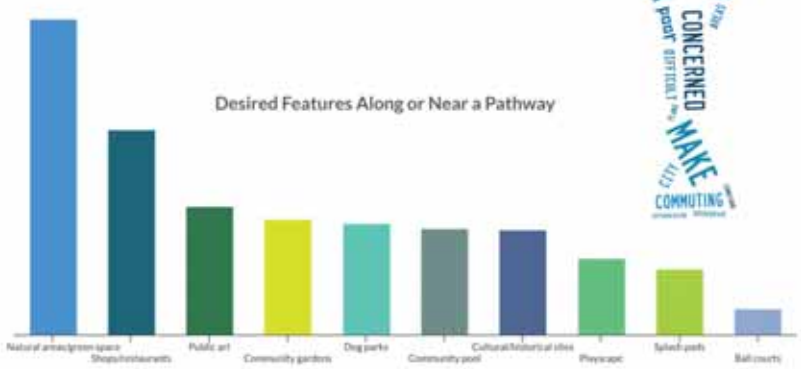
86% would walk/bike more often to places <1 mile from home if there was a path nearby

96% believe visiting nature/green space is important









C. GUIDELINES

C.1 Shoal Creek Interpretive Guidelines (Fermata, Inc., 2017)
C.2 Sustainable Landscape Guidelines (Siglo Group, 2017)



Shoal Creek Interpretation

RECOMMENDED GUIDELINES

Ted Lee Eubanks, President
FERMATA INC. | PO 5485, AUSTIN, TEXAS 78703

Shoal Creek Interpretive Guidelines

A great city may be seen as the construction of words as well as stone…Yi-Fu Tuan

Edwin Waller's 1839 city plan sandwiched Austin between two creeks – Waller on the east, and Shoal on the west. The newly elected president of the Republic of Texas, Mirabeau Lamar, insisted that the new capital be situated as close to the western frontier and the Comanche nation as possible. Austin's location, Lamar hoped, would purposefully extend the reach of the victorious Texans toward their manifest destiny. With Shoal Creek as its western boundary, the new city could not have been closer to the Comanches or its destiny. Indians often sat atop Mount Bonnell and watched as the new settlers built their city along Congress Avenue.

Shoal Creek served as a barrier to western expansion in Austin's earliest years. Austin germinated along the north shore of the Colorado River, and then spread to the north along Congress Avenue as well as its two major creeks. Once bridges were constructed over Shoal Creek, beginning at West 6th Street, Austin also began its intended march to the west.

Shoal Creek's story is Austin's story. With the construction of an improved trail, the opportunity is presented to interpret the history and heritage of Austin as seen through the lens of Shoal Creek. Currently, there is no interpretation along the creek other than a few outdated signs in Pease Park. The histories of many Shoal Creek communities and epochs (slave, freedmen, Mexican American, American Indian, Civil War, New Deal) have never been told to the public *in situ*. As an interpretive platform, Shoal Creek is a blank slate.

The Shoal Creek Conservancy (SCC), an Austin nonprofit focused on improving the creek, has contracted with McCann Adams Studio to develop a Vision to Action Plan for the Shoal Creek Trail. The purpose of this plan, as expressed by the SCC, is to:

"Create a master plan for improving, connecting and extending the Shoal Creek Trail for education, recreation, and transportation in a way that builds on its natural and historic character."

Yet, given the interpretive potential of the creek, and the opportunity to restore Austin histories that have been lost or "misplaced" (purposefully or inadvertently), we will argue that the Shoal Creek trail *should also be an interpretive platform* that subsequently frames the development of a compatible recreation and transportation corridor. Fermata Inc. and its president, Ted Lee Eubanks, have been asked to offer an interpreter's perspective to this

visioning exercise. Fermata has agreed to contribute *pro bono* to this effort with the hope of framing Shoal Creek and its planning within this larger historic context.



Introduction

Through narrative we understand the world and our place in it.

In recent years, Austin and its city government have expressed a desire to help residents and visitors better understand Austin's diverse heritage. In the recently formulated Austin Strategic Direction 2023, city council committed Austin to becoming "*a beacon of sustainability, social equity, and economic opportunity; where diversity and creativity are celebrated…"* One outcome is for Austinites to be ***"enriched by Austin's unique civic, cultural, ethnic, and learning opportunities"*** and by the ***"honoring of [Austin's] historical and ethnic heritage."*** Imagine Austin, a strategic vision for Austin's future developed by the city in 2012, states that one way to value and respect people is to ensure that the "**history of the people of the Austin area is preserved and protected for future generations."**

These aspirations, not only dreams but city policy as well, should be embedded in the Shoal Creek Vision to Action Plan through the development of an overarching interpretive strategy. Essential to this strategy is the creation of an interpretive narrative. Place alone is devoid of meaning. We come to understand *place* through lived *experiences*. And, our understanding of our place, our community, is best expressed though narrative.

Narrative is introduced into our lives with our first breaths. Parents begin telling children stories at the earliest age. The concept of story, of narrative, is a fundamental component in human communication.

Planning, especially the types of planning undertaken by communities, is based on place. Tourism planning is focused on specific places that people can visit and experience. Park planning concerns the development of places where people can recreate. Community planning considers the places where people live and work. All begin and end with *place.*

Narratives are used in planning to connect new with old and to foster a sense of identity, pride, and civic awareness. Through this process, the planner and community carefully construct a thematic framework overlaying place and time. The result is a written document, the *subjective* narrative, that shapes and informs the more *objective* plan.

…people have a need to feel oriented, to know where they are, not just in terms of a compass and not just in terms of geography, but in terms of their culture and history… [people need] to be informed about where they're coming from and to have some glimpse towards a hopeful future… James Howard Kunstler

The narrative provides a rationale and context for the planning effort. Without this rationale, planning efforts can be seen as an imposition or a threat. Absent a context, efforts such as historic preservation are viewed as little more than regulation. Narrative inquiry gives community members an active role in constructing and communicating their own viewpoints and perspectives.

The narrative also identifies those values and attributes that distinguish the community (trail, park, tourism destination) from those with which it competes or compares. The obvious way to defend against becoming *nowhere* is to be *somewhere*. In other words, the best way to "activate" a place that is nowhere is to make it somewhere.

…The community character of a city, county, town, or neighborhood can be seen as a story or narrative of a place…American Planning Association



Recommendations

Shoal Creek, from the perspective of interpretation, is at its nascence. Therefore, **our initial recommendation is the development of an overarching interpretive strategy for the entire watershed.** This is a step that normally precedes any architectural renderings, engineering, or design, since the interpretive narrative shapes such planning.

In this case, however, we are providing a simple interpretive framework that will suffice until funding is secured for more extensive work. However, we do feel it necessary to state that this delay should be brief. Trail construction would not only threaten the historical and ecological integrity of the watershed, but specific interpretive opportunities may be lost without an interpretive plan to guide trail location and enhancements.

An interpretive plan should begin with an **inventory** of the heritage resources and interpretive opportunities contained within the watershed. Heritage, in the interpretive sense, includes history, culture, nature, and recreation. There are recreations within the watershed that have heritage value (biking, hiking, kayaking and canoeing, fishing, birding, photography) and therefore we recommend including recreation within this initial interpretive inventory.

Interpretation within the watershed is *in situ,* placing people in direct contact with the resource being interpreted. The following are examples of places and resources that are available for interpretation within the watershed. Each of these points of interest (POI) is multifaceted. Some, such as Pease Park and the riverfront, demand their own interpretive strategies. All are angular, and can be approached from many aspects and directions.

For example, consider the West 3rd railroad trestle. There, one can interpret Austin's railroad history, beginning the arrival of the first train on Christmas Day 1871. Or, would could interpret the freight being carried, such as cars full of spinach (chilled with Zilker's ice) during Austin's agricultural heyday. These same tracks carried passengers, such as Harry Truman during his whistle stop in Austin during his 1948 campaign.

Simply put, even this bare-bones inventory demonstrates the richness and diversity of interpretive opportunities embedded within the Shoal Creek watershed.

- Colorado River History
- River Ecosystem
- 1902 Union Pacific Bridge
- Seaholm Intake
- Drake Bridge
- Butler Hike & Bike Trail
- River Walk Vibrant Connection to *Our Austin Story*
- Waterloo
- River Crossing

- Comanche Trail
- Austin Public Library
- Seaholm Power Plant and Green Water Treatment Plant
- West 3rd Street Railroad Trestle
- Austin's "Mexico"
- Little Shoal Creek
- West 5th Street Vibrant Connection to *Our Austin Story*
- West 5th Street Bridge and the 1928 City Plan
- Wood Street Freedmen Community
- West 9th Street Bridge and Bats
- West 9th and 10th Streets Bicentennial Battle
- West 9th Street Vibrant Connection to *Our Austin Story*
- Duncan Park
    - History
    - Restoration
    - Trailhead
- Episcopal Bishop Gregg Home and Slave Quarters
- West 11th Street Vibrant Connection to *Our Austin Story*
- House Park
- West 12th Street Bridge (New Deal)
- Shoal Creek Bridge (New Deal)
- West 15th Street Bridge (Crosstown Expressway)
- Pease Park
    - History
    - Ecology
    - Comanche Trail
- West 24th Street Bridge
- Shoal Creek Blvd Park
    - Lamar Extension
    - New Deal Bridges
- West 29th Street Bridge (New Deal)
- Janet Fish Bridge to West 31st Street
    - Split Rock and Swimming Holes
    - Ecology
    - Geology
- West 35th Street Bridge
    - New Deal
    - Comanche Trail
- State Street Bridge
- Seider's Springs
    - History
    - Gideon White
    - Comanche Trail

- Beverly S. Sheffield Northwest District Park (Northwest Park)
- Lake Fail
- Shoal Creek Headwaters
- Watershed Geology (general)
- Watershed Ecology (general)
    - Biodiversity
    - Endemism
    - Restoration
    - Benefits
    - Threats

Natural History

The natural history of Shoal Creek is a critical component of its heritage. Biodiversity is a critical component of Shoal Creek's natural history. By biodiversity, we mean biological diversity as expressed by the variety and variability of life within the watershed.

The variety of life is a result of the unique position of the Shoal Creek watershed along the Balcones Fault Zone. In Austin, both Shoal and Waller Creeks follow this fault line or zone. This places Shoal Creek on an ecological and geological edge (which, in turn, influenced humans at the edge as well).

A short distance to the west of Shoal Creek, above the Balcones Escarpment, is the Edwards Plateau. To the east is the Blackland Prairie that extends to the Gulf Coast. To the north are the grasslands of the Great Plains, and to the south are the semitropical thorn-scrub woodlands of the Lower Rio Grande Valley and South Texas. The Shoal Creek watershed is a "mashup" of all of these ecological influences, especially those from the western Edwards Plateau and the eastern Blackland Prairies and Pineywoods.

As a result, the watershed is remarkably biodiverse. In other words, there is a great variety of species within this thin watershed bordering the creek. This is the variety that we see expressed in the biodiversity.

In addition, this "mashup" or confluence of ecological influences juxtaposes species the normally are separated by hundreds or thousands of miles. Birds such as the Carolina and Bewich's wrens, western scrub and blue jays, tufted and black-crested titmouse, and great-crested and ash-throated flycatchers are examples of similar (sibling) species that are normally separate but are brought into contact along Shoal Creek and to the west (such as along Bull Creek).

Finally, there are species (especially plants) within the watershed that are endemic to the Edwards Plateau and the Texas Hill Country. Plants such as the false dayflower (*Tinantia*

anomala), twist-leaf yucca (*Yucca rupicola)*, and scarlet leatherflower (*Clematis texensis*) are examples of watershed plants that are found only in the Texas Hill Country. These Hill Country endemics are a special value to the watershed, and are important examples of the variability of Shoal Creek biodiversity.

The ecology of the Shoal Creek watershed has been dramatically altered since the original settlement beginning in 1839. Yet, the creek itself remains largely intact (at least structurally). By taking advantage of open lands that border the creek and trail within the watershed, there is an opportunity to begin to restore the biodiversity of the Shoal Creek watershed (its *natural character*) and to educate Austinites about what makes the natural history of Shoal Creek singular *(…improving, connecting, and extending the Shoal Creek Trail for education….)*

We will make recommendations for the restoration of the creek's biodiversity later in this report, but we wish to emphasize the need to first establish a baseline of what exists today. To our knowledge, there is currently no baseline inventory of the plants and animals of the Shoal Creek watershed. This information should be gathered at the outset of the project, well before any substantial changes are made to the landscape.

Interpretive Enhancements

The interpretive strategy that we recommended above should contain sections that deal with the types of interpretive enhancements that are to be recommended. However, we can offer a few examples of the types of enhancements that we would expect to be suggested.

Before we delve into these types of enhancements, however, we first recommend that the Shoal Creek Conservancy and the Austin Parks and Recreation Department (PARD) coordinate the design and installation of these enhancements with the Downtown Austin Alliance (DAA) and its *Our Austin Story* project. Currently, Austin has no signage program (wayfinding or otherwise), and it is important that the graphical design of these enhancements be similar no matter where the installation. Users (visitors or residents) expect a certain continuity and integrity in the presentation of this type of information no matter where they are in the city. Ultimately, there should be an overarching system of interpretive connections throughout Austin, and *Our Austin Story* is the first attempt at such a system.

Structural Enhancements

The design and construction of structural enhancements is, for the most part, outside the parameters of this plan. However, there are specific sites where the need for structural enhancements is obvious. The following are examples of structural enhancements that should be fleshed out in an interpretive strategy.

Trailheads

More important that new trails are new trail connections. DAA's *Our Austin Story* has identified several "Vibrant Connections" that connect public spaces, recreational sites, and heritage resources in the central city. These include the following:

- Butler Hike & Bike Trail
- Austin River Walk
- West 5th Street
- West 9th Street
- West 11th Street

Future Connections

- West 15th Street
- Martin Luther King Blvd

These Vibrant Connections extend across Austin, and ultimate connect with heritage and recreational resources in East Austin. Consider the following example. West Fifth Street, designated as the Mexican American Heritage Corridor, will connect to the following civic spaces and heritage resources:

- Shoal Creek Trail and Greenbelt
- Republic Square
- Congress Avenue
- Brush Square
- Austin Convention Center
- East 6th Street Historic District
- Waller Creek Greenbelt
- Red River Cultural District
- Palm Park (via Red River)
- Tejano Trail

Trailheads are critical additions to assist users in navigating their ways from the Shoal Creek Trail to these crosstown destinations. Each trailhead should be well marked not only with wayfinding signage but with interpretive information as well.

Additional structural enhancements to be considered in the interpretive strategy include the following preliminary list:

- Interpretive kiosk at Lady Bird Lake.

- Permanent exhibition interpreting the river ecosystem in the restored Seaholm Intake building.
- Vibrant connector at River Walk.
- Permanent interpretive exhibit in new Austin Public Library.
- Interpretive kiosk at the West 3rd railroad trestle.
- Vibrant connector at West 5th Street bridge.
- Vibrant connector at West 9th Street bridge.
- Pollinator Patch at Duncan Park.
- Vibrant Connector at West 11th Street.
- Public art (murals) under select Shoal Creek bridges such as West 12th Street.
- Vibrant connector at MLK Blvd.
- Interpretive native meadow at Pease Park.
- Interpretive nature trail on the west side of the watershed between the Janet Fish bridge and West 31st.
- Interpretive kiosk at Seider's Springs.
- Interpretive native meadow and wildflowers at Northwest Park.
- Observation deck and blind at Lake Fail.
- Interpretive nature trail at Lake Fail.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Habitat Restoration and Interpretive Landscaping

As we stated previously, Shoal Creek is an ecological edge, marking the dramatic transition between the blackland prairie of the east and the Edwards Plateau of the west. As a result, the flora and fauna of the watershed is a rich mix of the two (along with influences from the Great Plains to the north and the South Texas Brushland to the south). Much of the habitat along Shoal Creek is highly altered, however, and, in many areas, dominated by invasive species. Other areas, especially those maintained as parks such as Duncan Park, are turf monocultures.

The Imagine Austin visioning plan envisions an Austin where "our open spaces and preserves shape city planning, reduce infrastructure costs, and provide us with recreation, clean air and water, local food, cooler temperatures, and **biodiversity**." Currently, the biodiversity of Shoal Creek is undermined by many of the factors common to cities such as Austin (invasive species, poor land management practices, urban encroachment).

Therefore, we recommend a major initiative to restore the biodiversity of the Shoal Creek watershed. The goal should be the restoration of the representative habitats that once were common along Shoal Creek. Such an initiative should begin with an inventory of the suitable acreage within the watershed.

We want to emphasize the need to understand the baseline and how steps will be taken to restore the biodiversity that will, within reason, reflect the natural history of this watershed. The recent tendency in these projects is to create "fake" nature, a socially acceptable yet ecologically barren version of the natural world. The goal for Shoal Creek should be to restore and enhance the natural world in all of its diversity, within the constraints and realities of the urban landscape.

In addition, we recommend the installation of interpretive landscapes in many areas along the creek such as Duncan Park. A pollinator park at Duncan Park, for example, would not only introduce the public to those plants that are attractive to pollinators, but to the wide diversity of Shoal Creek pollinators themselves.

Observation Platform and Interpretive Trail

We recommend the design and installation of an observation platform at Lake Fail. The platform should overlook the lake itself, and function as a blind that hides observers from the waterfowl that winters there. In addition, there should be interpretive signage at the platform that identifies that common wildlife that frequents the pond.

We also recommend the development of an interpretive trail around Lake Fail. Other than Lady Bird Lake, Lake Fail is the only significant impoundment in the watershed. The lake itself is a diverse habitat, and one that begs for interpretation.

Traditional Interpretive Enhancement

Let's begin with a set of recommendations for traditional interpretive enhancements. As stated earlier, Shoal Creek and its trail are in need of interpretation. Although the following are traditional in the sense of interpretation writ large, they are, in many cases, new to Austin.

Interpretive Panels

- Develop a series of interpretive panels for the Shoal Creek watershed. We recommend beginning with interpretive panels that reflect the specific storylines and stories that will be developed in the eventual interpretive plan. The designs should be available for download.
- Rather than permanently mounted (and therefore static) signage, we recommend the use of frames with removable panels that can be easily updated and replaced. Although we have traditionally used high pressure laminate signs for most of our projects, in recent years we have become more committed to embedded powder coatings. Coatings are now available that are anti-graffiti (see addendum), and we recommend these for urban settings where graffiti is a problem (such as along Shoal Creek). These panels can be fabricated on thin aluminum sheets that are simple to swap out of their frames and can be exchanged several times a year. Fortunately, such panels are much less expensive to fabricate than the traditional high-pressure laminates, so one installation of three or four exchangeable panels still costs in the range of one high pressure laminate.
- Given the need to protect the aesthetics and viewshed of the Shoal Creek watershed, we do not recommend additional permanent signage other than that recommended in the interpretive plan for the general descriptions and storylines.
- Panels made from embedded powdered coatings can be fabricated from a diversity of materials and in a variety of shapes. We believe that there are opportunities to recognize individuals and events in artistic ways that still fulfill an interpretive function.
- We also recommend that the same signage template be designed in coordination with *Our Austin Story* for other places within Austin of special interest. Visitors should be able to recognize informational signage by its shape and color palette.

Style Guide

Develop a brand and brand elements, including a logo, tag line, preferred fonts, and color palette, in coordination with the *Our Austin Story* interpretive network and its partners. All interpretive materials should adhere to the *Our Austin Story* style guide.

Maps

There is currently no holistic wayfinding program in Austin, at least not one that has been implemented. Therefore, we recommend the development of maps that can help people navigate to these special places in the Shoal Creek watershed. The maps can be organized thematically (by storyline) and geographically.

Pamphlet (rack piece)

We recommend the development of a general Shoal Creek trail rack piece and brochure that can be distributed throughout the city. These printed pieces, like the maps, should be available in digital form on the web.

Itineraries

Storylines lend themselves to being developed into itineraries. Therefore, we suggest developing a series of "Watershed Walks" that coincide with the storylines that will be developed. One important component of these itineraries is the integration of sites outside of the watershed. We previously described ways in the which the Vibrant Connections interlink with other special places in Austin.

Audio/Video

Itineraries can be augmented with audio, and we recommend the development of a series of audio guides for the watershed that can be organized thematically. We also recommend the development of a short video introduction for the Shoal Creek watershed that can be distributed through YouTube and similar platforms. We also recommend the development of both audio and video PSAs that can be distributed locally.

Public Art

Public art is an integral component within sense of place. Art can be used to "build strong, healthy, and resilient cities by integrating the arts into broader community revitalization and place making efforts." Public art is also symbolic, and we integrate interpretive or symbolic art into our interpretive strategies. Interpretive art is virtually absent along Shoal Creek (other than rampant tagging).

Therefore, we recommend working with Austin's Art in Public Places program and others to create and install interpretive art in the squares and strategic locations in the lower reaches of

Shoal Creek. The goal of interpretive art is to use artistic expression as a way of symbolizing important places, events, and people that are the subjects being interpreted.

Performance art can be an important contributor to understanding Austin's heritage, as well. Music, for example, can help interpret many of the storylines that may be identified in the interpretive strategy. We recommend the presenting of a series of concerts under and on Shoal Creek's historic bridges that will bring attention to the watershed and its heritage.

Nontraditional and Digital Enhancements

*It is the framework which changes with each new technology and not just the picture within the frame…*Marshall McLuhan

Austin is one of the primary centers of high tech and digital industries in America. Yet, these technologies have been only barely utilized in interpreting Austin. In *Our Austin Story*, we have recommended gathering a group of representatives from the Austin digital community to begin brainstorming ways of using these technologies to connect Austinites and visitors to Austin's remarkable heritage. Digital interpretation will be especially important in the larger landscapes such as the Shoal Creek watershed, and there is no city in America better positioned to take advantage of these technologies than Austin.

Smartphone apps are a popular way of using digital technology in interpretation. The availability of in-phone geolocation makes this technology even more appealing. However, it is important to note how crowded this space has become. Currently, there are 2.8 million app available in Google Play Store, and 2.2 million for the iPhone in the Apple App store. We do recommend the development of a smartphone app for Shoal Creek, such as the one that Fermata developed for Shoal Creek at its inception. Such an app diminishes the need for *in situ* signage. We recommend that the app be developed in concert with Visit Austin to ensure wide distribution in this already crowded space.

Programming

Currently, there is no overarching effort to program Shoal Creek or its public places. Programming in its current form is provided on a place-by-place, sponsor-by-sponsor basis.

Programming can target not only permanent places (such as Pease Park), but temporary locations as well. "Pop up" programming is an important component of an overarching strategy for activating Shoal Creek. Pop-up exhibits and programming, although, at times, decidedly low tech, are also important in bringing civic spaces to life. These can be temporary installations and activities that are quickly installed or presented, and then removed.

Finally, there is a need to diversify activities and events. Current activities are limited, with a

decided emphasis on exercise and volunteer cleanups. Programming should provide a broad set of activities and events for all Austinites, giving everyone an invitation to get to know their Shoal Creek. The same is true for travelers, and diverse programming is one way to attract a diversity of tourists.

An expressed goal of Shoal Creek interpretation should be to have events, exhibits, and programming available throughout the year. Even seemingly minor activities such as guided tours are important components of such a strategy. Visitors must be assured that there is always something happening along Shoal Creek.


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Conclusion

> *…places involve meanings and values that facilitate intimate connections with particular geographical areas…furthermore, if we think of space as that which allows movement, then place is pause. Each pause in movement makes it possible for location to be transformed into place…*Yi-Fu Tuan

The planning of a transportation corridor does not normally demand consideration of "pause," except perhaps for a restroom break. Yet, to create or enhance the meaning of a place, the ability to pause and contemplate is crucial. The suggestions that we have made have been tightly focused on the Shoal Creek trail as a place of repose and examination.

A recreational trail without interpretation, without the invitation to pause, is a road. Shoal Creek lends itself to being far more than a transportation corridor, a thoroughfare dedicated to moving bikers, hikers, joggers, and dogs at the fastest clip. Narrative-based planning allows the trail to speak to its users, inviting them to pause and to consider the truths that lie behind the roadway facade.

Of course, nothing that we have recommended for interpreting the trail precludes its enhancement for transportation or recreation. These are perfectly compatible. Yet, without an expressed commitment to unveiling Shoal Creek and its stories of the past and its possibilities for the future, this history, an essential part of the history of Austin and its people, will remain unknown, unrecognized, and unappreciated.



Shoal Creek Trail: Vision to Action Plan
Appendix C.2: Sustainable Landscape Guidelines
December 28, 2017

The Vision to Action Plan for the Shoal Creek Corridor, commissioned by Shoal Creek Conservancy (SCC), lays out a 13-mile, north-south pathway for improving, connecting and extending the Shoal Creek Trail for education, recreation and transportation in a way that builds on its natural and historic character. The pathway begins at the mouth of Shoal Creek on Lady Bird Lake and extends over into the North Walnut Creek Greenway. This appendix focuses on the components of the pathway associated with ecological function, biodiversity, green infrastructure, sustainable landscapes and natural area management. It makes recommendations to increase the Corridor's ecological function, while enriching the user experience and creating opportunities to connect people with the flora and fauna of the Shoal Creek Watershed.

The guidelines below recognize that the community can play a positive role in creating and managing landscapes in parks, urban areas and even within public right-of-way. The guidelines promote working towards increased ecological function at a given site and, where feasible, restoration of multiple ecological processes. Ecological function includes the many natural processes that make life possible, including air exchange and purification, soil creation, photosynthesis, water infiltration, air cooling, shade creation, and support of the flora and fauna that make our environment stable. Ecological restoration is the act of enhancing natural processes in a landscape where they may not exist, or are impaired or can be improved.

It is important to remember that the timeframe for ecological restoration can be long. While improvements will be seen in the coming years, full impact to the natural processes in the Shoal Creek Watershed will happen over decades. Steady and consistent application of these guidelines within the Corridor and Watershed will result in:

- **Restored and enhanced plant communities and wildlife habitat**: Native trees, understory and groundcover create biologically diverse and aesthetically-appealing plant communities that provide rich habitat.
- **Repaired and improved ecological function**: Landscapes that better absorb and clean water, regenerate native flora and fauna, filter air, create and stabilize soil, reduce urban temperatures and provide shade.
- **Enhanced resiliency**: Landscapes that are better able to adapt to and withstand flooding, drought, heavy use, climate change and other major disturbances.
- **Enhanced user experience**: The Corridor provides aesthetically pleasing, comfortable, restorative and biodiverse natural surroundings.
- **Improved stewardship**: Catalyze opportunities to appreciate, observe, engage in and care for the natural environment as an on-going part of people's lives.

Alignment with City of Austin Plans, Policies and Programs

Implementation of these guidelines throughout the Shoal Creek Corridor links this effort to similar efforts in adjacent watersheds and throughout the City. The recommendations here are aligned with the goals and objectives of the Imagine Austin Comprehensive Plan (2012), Austin's Urban Forest Plan (2013), Community Climate Plan (2015), the Invasive Species Management Plan and Austin's Watershed Master Plan (2012). *Imagine Austin* calls for the use of green infrastructure to help with water infiltration, shading, reduction of energy needs, rain interception, and soil stabilization, which will improve the overall resiliency of the Corridor and Watershed. The "Austin is Natural and Sustainable" section of ***Imagine Austin's*** Vision states:

> *"We enjoy an accessible, well-maintained network of parks throughout our city.… Our open spaces and preserves shape city planning, reduce infrastructure costs, and provide us with recreation, clean air and water, local food, cooler temperatures, and biodiversity."*

The Shoal Creek Vision to Action Plan aims to further apply the policies of *Imagine Austin* to the Shoal Creek Pathway System: *"Austin must conserve, protect, and support our natural resource systems by developing and adopting better practices for long-term stewardship of Austin's environment."* The recommendations here address over 30 action items in *Imagine Austin* and are closely aligned with four of the eight priority programs including:

- *Invest in a compact and connected Austin,*
- *Sustainably manage our water resources,*
- *Use green infrastructure to protect environmentally-sensitive areas and integrate nature into the City, and*
- *Create a Healthy Austin Program.*

Austin's Urban Forest Plan calls for a continuous, healthy urban forest. It ties the vitality of the urban forest to the environmental and economic health of Austin. These guidelines recognize the need for a thriving urban forest and call for a diverse, multi-aged urban forest of native trees that is resilient in the face of drought, climate change and other stressors. The Plan stresses the need for care and management, the preservation of significant trees and the protection of wildlife habitat.

The expansion of woodlands along the riparian corridor and ROW, and reduction of mowing in underutilized areas works towards the goals of **Austin's Community Climate Plan** (CPPCCP), which calls for the use of trees as an integral component of green infrastructure to reduce atmospheric carbon, improve air quality, reduce air temperatures, and reduce energy consumption. In addition, the climate plan stresses the ability of the urban forest to reduce the urban heat island effect—trees and other plants make the area cooler by absorbing the sun's energy and by shading buildings, streets, and other impervious surfaces that otherwise get extremely hot increasing the temperature of the surrounding air.

The guidelines align with the City's **Invasive Species Management Plan** (ISMP). The ISMP calls for the prevention of invasive species establishment, early detection and rapid response, standardized controls and monitoring, restoration and rehabilitation, and prioritization of resource allocation – all elements which are addressed below.

In addition to policy alignment, these recommendations provide a venue through which numerous City and NGO programs can shine a light on how urban environments can become more biodiverse, support green infrastructure, and create a more meaningful user experience. Shoal Creek Conservancy has a unique opportunity as an advocacy organization to promote these programs and create a cumulative impact that can transform the Corridor and the Watershed into a more sustainable landscape, while also educating residents about their dependence and impacts on the health of the natural system around them. Programs of immediate interest include: City of Austin rainwater catchment program, the rain garden program, the National Wildlife Federation Wildscapes Program, the U.S. Green Building Program SITES certification program for sustainable landscapes, as well as numerous others discussed below.

Guidelines Framework

As an advocacy organization, Shoal Creek Conservancy is positioned to push the threshold of the opportunities within the Watershed associated with sustainable landscapes. The framework for the guidelines uses the following as precedents: the SITES Rating System (2014) , Pease Park Master Plan (2014) and the Ann and Roy Butler Trail at Lady Bird Lake Natural Area Management Guidelines (2015).

The recommendations are based on best practices established by the City of Austin, Shoal Creek Conservancy, Siglo Group, and other entities. They are based on a general assessment of the Corridor associated with geology, soils, canopy cover, erosion issues, invasive species issues, areas appropriate for restoration, as well as, expected and observed biodiversity in the watershed. Table A shows the documented flora and fauna of the watershed according to a compilation of flora lists, and citizen observations from inaturalist and ebird. It is important to note that this list is not comprehensive and a goal of the Vision to Action Plan is to increase flora and fauna records throughout the Watershed.

The recommendations are the most appropriate, efficient, and effective approach known for current conditions. When implementing these guidelines, it is critical to remember that ecological systems are dynamic, ever-changing landscapes that respond differently at different times to the same treatment. In addition, land management practices often require multiple steps over many years, and conditions may change mid-course. The information presented here should therefore be viewed through an “adaptive management” lens. Adaptive management is a process that allows land management practitioners to dynamically adjust methods according to existing conditions, ongoing successes and unforeseen challenges. This approach is imperative in the face of potential climate change and the possibility of prolonged drought.

As new, incremental or phased projects are implemented along the pathway and its natural areas, the following criteria are recommended to enhance their ecological function. The criteria and evaluation process follow the SITES Rating System for sustainable landscapes. We recommend that projects associated with the Shoal Creek Corridor seek SITES certification when feasible. The sections follow the SITES framework with modifications to address the Corridor at a master plan level rather than a site design scale. These sections include:

1. Pathway Corridor Context
2. Assessment, Planning and an Integrative Team
3. Integrating Water Resources
4. Integrating Soil and Vegetation Management
5. Landscape Material Selection

6. Incorporating Human Health and Well-Being
7. Construction Practices
8. Operations and Management
9. Education and Performance Monitoring
10. Innovation and Exemplary Performance

1. The Trail Corridor System Context

Each of the projects associated with the Vision to Action Plan are components of the larger Corridor. The goal of the Plan is to improve, connect and extend the Shoal Creek Trail for education, recreation and transportation in a way that builds on its natural and historic character. As the many projects needed to meet this goal are implemented, it will be critical to keep in mind the impacts of any one project on the entire Corridor and the Watershed. Contextual elements that should be addressed for each project include: floodplain management and safety, stormwater infiltration, stormwater management, conservation and/or creation of habitat for native flora and fauna, mitigation of degraded areas, connections to transportation modes, pedestrian volume and flow, bicycle volume and flow, automobile volume and flow, and park/recreational use integration.

Within the Trail Corridor there are two distinct types of landscapes being addressed: A) Right-of-way (ROW) in which the trail is traveling down a road because creek access is not available, and B) Natural areas associated with the creek and parks. These two areas offer distinct opportunities and challenges associated with ecological function and sustainable landscapes.

1.A. Right of Way

Much of the trail alignment is in existing right-of-way associated with numerous streets throughout the watershed with major stretches along Shoal Creek Blvd. For ecological function, this is a challenging landscape. In these areas, projects should look for ways to enhance the user experience, user safety, create shade, reduce impervious surfaces, reduced irrigation needs, allow for greater water infiltration, incorporate landscaping areas with native plants, increase biodiversity, clearly identify maintenance needs, and incorporate green infrastructure.

As these right-of-ways are constrained areas, it will be crucial for Shoal Creek Conservancy to work as an advocacy organization, with adjacent landowners beyond the ROW in order to maximize ecological function through education and promoting programs that allow for stormwater infiltration and water storage (green infrastructure, rain gardens, rainwater catchment, grading changes, reductions in impervious cover, green roofs, and blue roofs), increase biodiversity in the landscape (increase use of native plants, habitat restoration, and wildlife gardens), and create a more aesthetically pleasing landscape. The cumulative impacts of these projects will heighten ecological function while educating and empowering residents to take an active role in caring for their watershed.

1.B. Natural Areas

The trail moves through a variety of parks, greenbelts and public open spaces including Pease Park, smaller parks like Duncan and Seiders Springs, small stretches of greenbelt, and the mouth of the creek that connects to the Ann and Roy Butler Trail at the Town Lake Metropolitan Park. These are some of the most used and beloved portions of the trail. With the expanded area available in these natural areas and a focus on passive recreation in many other areas, there are substantially more opportunities to improve the landscape, increase biodiversity, and enhance the user experience.

Some park areas have been improved, others have improvement plans in place, while some have not been addressed in many decades. Improvements to address ecological function have already been made in parts of Pease Park, and there is ongoing work currently from 5th street down to the river. There are currently area plans in process for the mouth of Shoal Creek at Lady Bird Lake and Duncan Park with expectations for at least partial implementation within the coming years. While these plans and improvements are exciting steps forward, there are still many opportunities in the Corridor to improve park and trail infrastructure while increasing ecological function. The current demands and stressors on parks without matching improvements, due to competing budgetary needs, have left many areas with issues associated with: erosion, poor stormwater infrastructure, invasive species colonization, informal trails and trampling, homeless encampments, degraded riparian areas, compacted soils, decreases in biodiversity, reductions in fertility, and a reduction in resiliency. Going forward, projects in these areas need to address: enhancing the user experience, user safety, creating shade, reducing impervious surfaces, reducing irrigation needs, allowing for greater water infiltration, incorporating native plants, planning for long-term management success, increasing biodiversity, reducing flood hazards, and incorporating green infrastructure.

2. Assessment, Planning, and an Integrative Team

Numerous projects suggested in the Vision to Action Plan will be capital intensive, require the configuration of a design team, and the hiring of construction and landscape contractors to fulfill the work. For these projects, the team configuration will have a substantial impact on the ability of the project to meet sustainable landscape thresholds. The team for any project should include owner representation, and expertise and knowledge of the following: site assessment, planning, design, construction, maintenance, ecology, hydrology, water resources, and plant communities.

Moving down to the level of individual project implementation, a detailed site assessment needs to be conducted as part of any project that addresses the following (many of these are in some form are components of the City of Austin Environmental Criteria Manual):

- Consideration of the impacts to adjacent pervious areas;
- Pedestrian, bicycle, transit, and automobile flow;
- Connections to active centers and nodes;
- Areas significant for the user experience and/or community gathering areas;
- Recreational use integration;
- ADA Accessibility;

- Water Resource impacts including non-degradation of 100-year floodplain, water infiltration, water quality implications, water retention and detention, and critical environmental features associated with waters resources such as springs and seeps;
- Soil conditions including current infiltration rates, organic content, and chemical content;
- Topographic implications of the project including existing and proposed grading, steep slopes, viewsheds and potential erosion issues;
- Biodiversity and Vegetation Inventory: plant survey, wildlife survey, areas of sun and shade, trees, protected trees, intact native plant communities, habitat areas, invasive species, and potential plant community restoration; as well as
- Long-term viability of a project.

The SITES v2 Rating System (2014) provides a framework for this type of assessment (available at http://www.sustainablesites.org/resources). Another reference for assessment is the Laguna Gloria: Site Assessment and Natural Area Management Guidelines (2013) (available at http://siglogroup.com/ourwork/lagunagloria/). These along with other resources can guide a project team towards an assessment that makes the integration of ecological function straightforward and intuitive.

As a project moves to design and construction, outcomes to create a more sustainable landscape should include identification of areas in project documentation (design development and construction drawings) and specifications for the following:

- Vegetation and Soil Protection Zones (VSPZs). These areas are protected through fencing and other means from construction, so that healthy, functioning soils and plant communities, or sensitive environmental features are not damaged.
- Planting, biodiversity enhancement, and ecological restoration;
- Invasive species management;
- Mitigation due to previous user experience including antiquated infrastructure, soil compaction, informal trails, erosion, flooding, residential uses, or industrial uses;
- Stormwater management that addresses flow criteria for retention, infiltration, and evapotranspiration;
- Impervious cover reductions;
- Trail alignments that allow for a diverse user experience while directing users away from sensitive areas; as well as
- Formalized creek access where feasible to enhance the user experience and reduce informal degradation (general criteria for a formalized creek access every 1,200’ per side).

In addition, project documentation should include goals and metrics that can be used to evaluate the long-term success of the project, a detailed landscape operation and management plan, and articulate manner of construction oversight, including a member of the design team to oversee specifications and installation of the project associated with sustainable landscapes and ecological function.

Example Site Study

Project implementation along Shoal Creek will require further site-specific analysis that incorporate these guidelines. The analysis will provide baseline indices of existing ecological, historical and cultural attributes. These will facilitate the development of preferred future conditions, implementation strategies, and discrete measurable benchmarks to monitor progress. For explanatory purposes, Figures 1 and 2 below are examples of analysis at the Siders Springs Greenbelt as well as neighboring parcels that are within 50' of the trail alignment. This area of analysis recognizes that the landscape sustainability of the corridor will be based on both the public and private lands adjacent to the trail alignment, as well as the lands throughout the Watershed. Figure 1: Tree Canopy Cover, represents the portions of the Corridor that are covered in tree canopy based on 2014 City of Austin data. In the public areas 66 percent of the area is in canopy with 54 percent of the trail in shade. On private lands adjacent to the trail 28 percent of the area in canopy. Figure 2: Land Cover Permeability, shows areas of pervious and impervious surface based on City of Austin 2013 planimetric data. The greenbelt includes 5 percent of 15 acres in impervious cover, adjacent commercial property contains 72 percent of 16 acres in impervious cover, and adjacent residential property has 30 percent of 3 acres in impervious cover. Figure 3: Future Conditions shows the potential desired future conditions of the Sider Springs Greenbelt public lands based on existing uses, ecological considerations and public input during the Vision to Action Plan process. In this example the site is divided into ecological zones -- Riparian, Woodland, and Savanna, along with active recreation areas that include lawn, ball fields, and outdoor education areas. Of the 15 acres in the public greenbelt 64 percent would be managed for riparian woodland, 13 percent for woodland, 3 percent for savanna, along with 20 percent for outdoor education and active recreation. While this example is for explanatory purposes, it highlights the important combination of site assessment, management guidelines and management zones, which could be appropriate at this or an equivalent site.

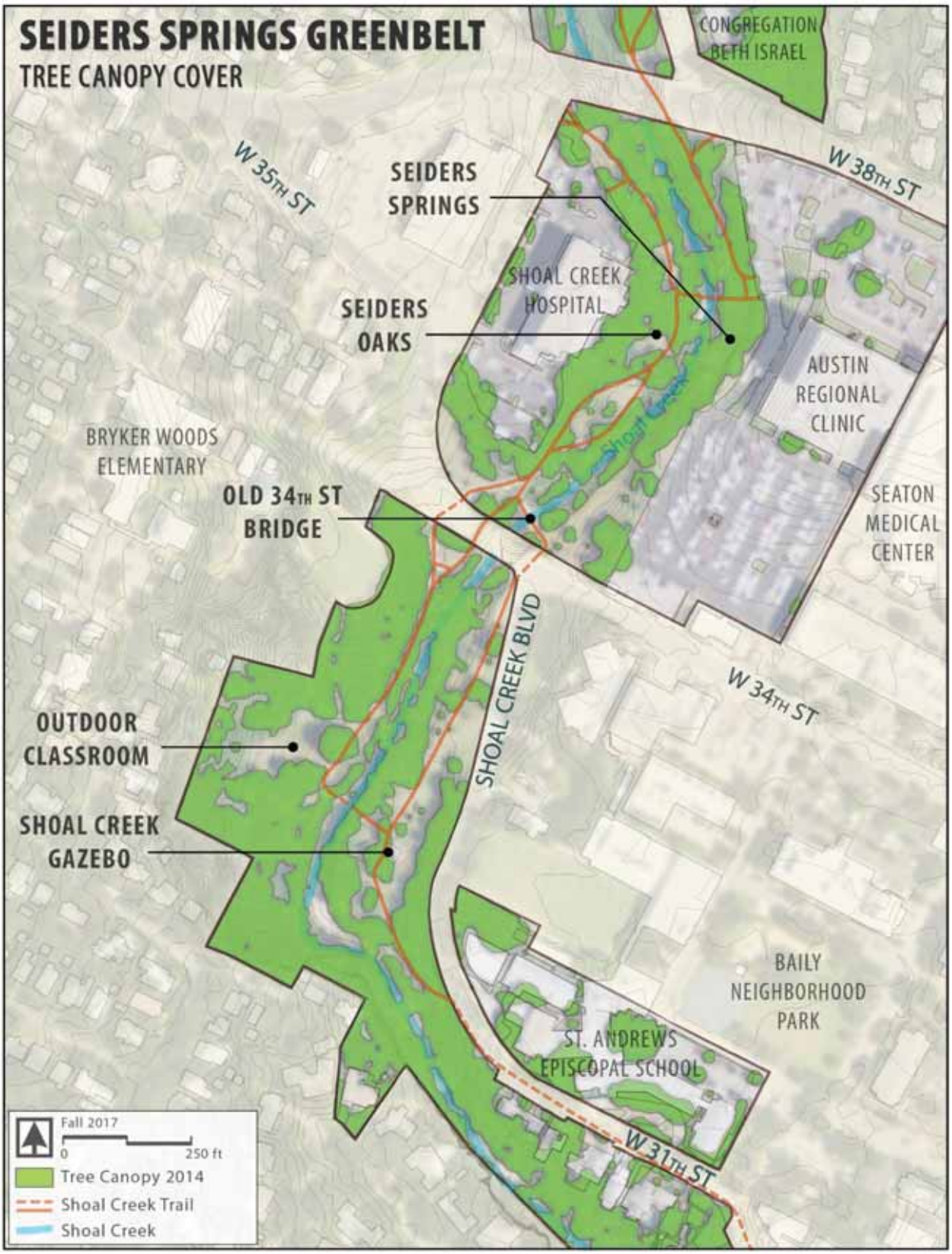

Figure 1. Seiders Springs Greenbelt Tree Canopy Cover

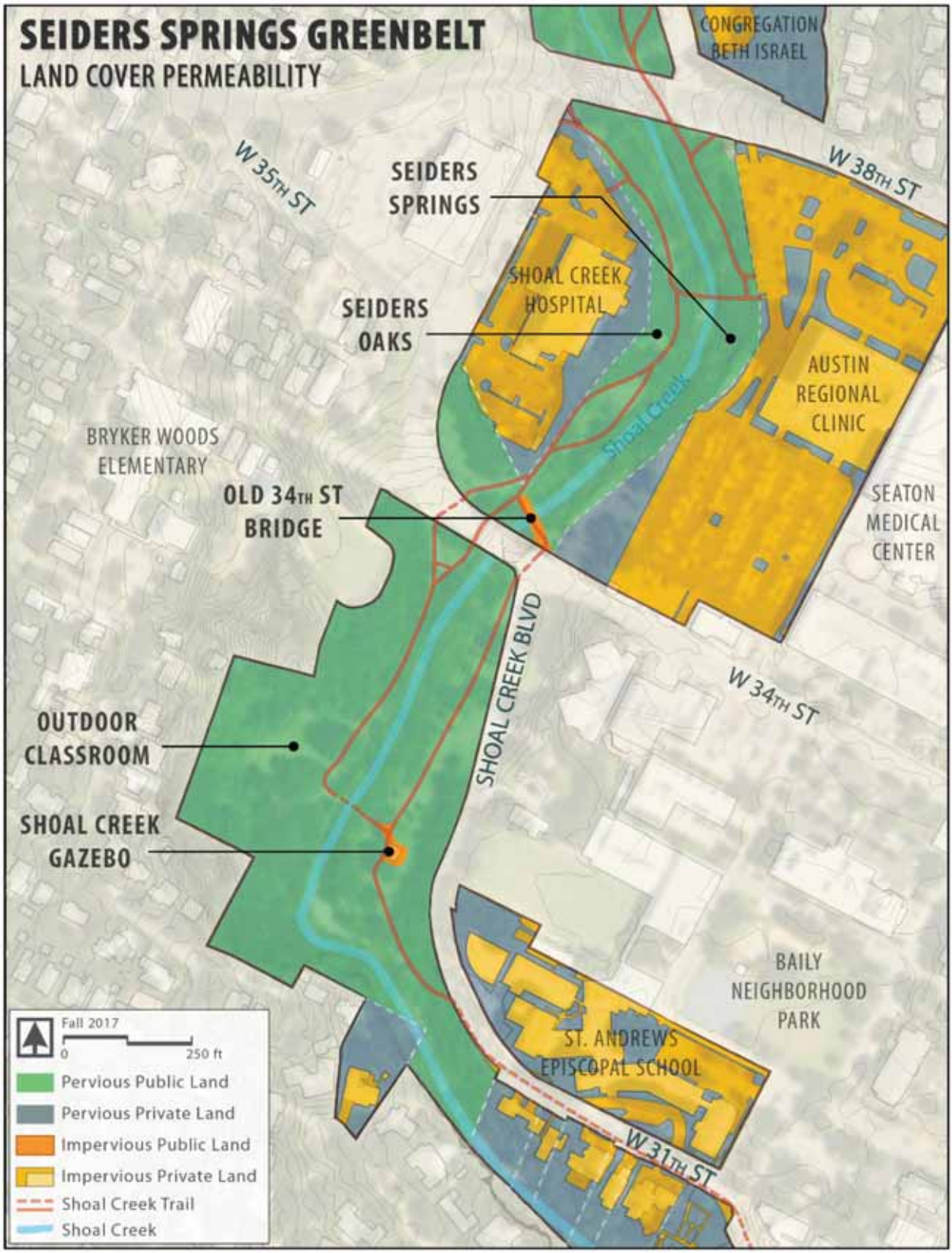

Figure 2. Seiders Springs Greenbelt Land Cover Permeability

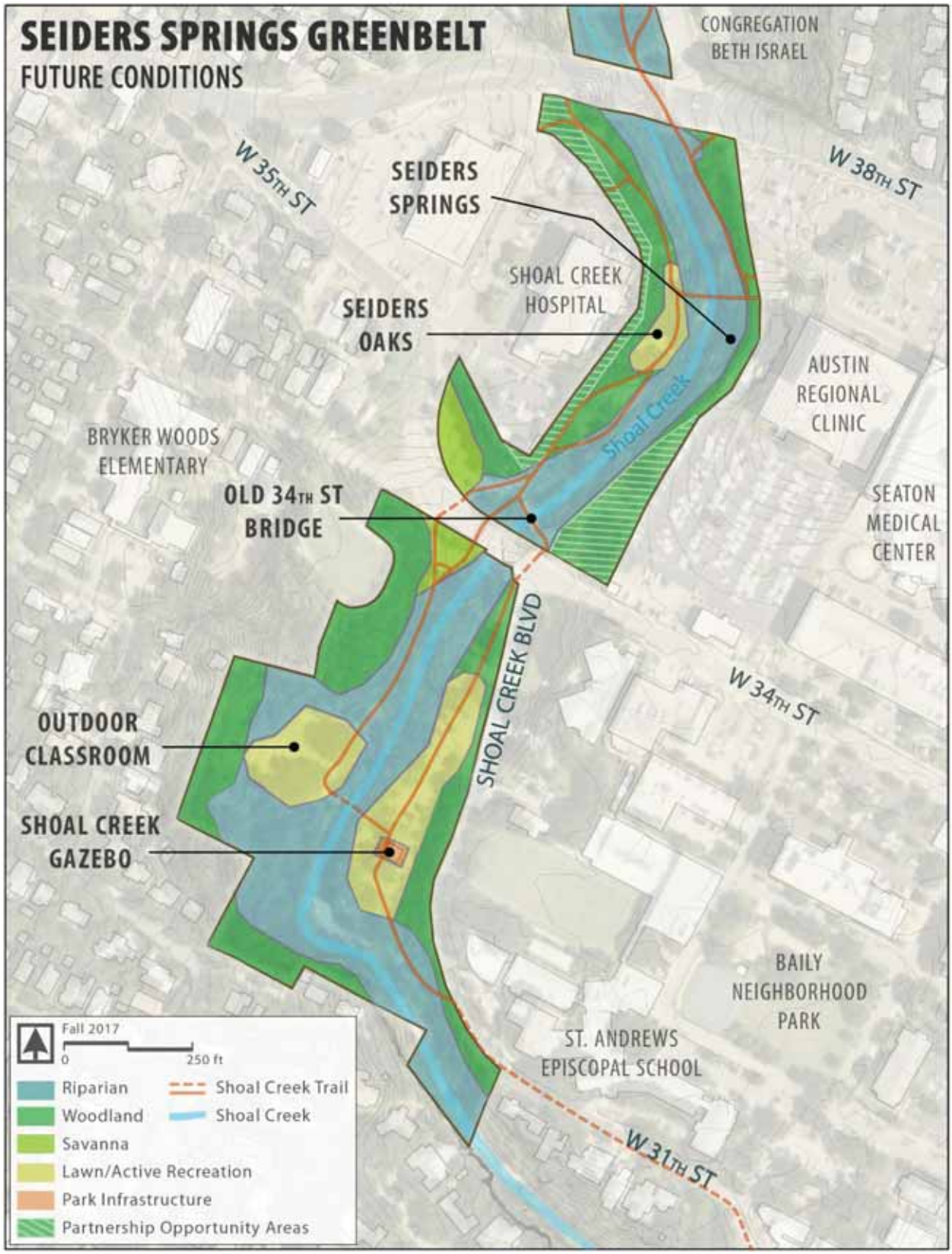

Figure 3. Seiders Springs Greenbelt Future Condition Natural Areas

3. Incorporating Water Resources

Water Resource management must be included in all aspects of planning and improvements associated with the Corridor and natural areas of Shoal Creek. Stormwater must be considered a functional amenity of all landscapes and managed as close to the point where it falls as possible through green infrastructure. The desired effect is to have a net positive effect on floodplains, reduce the potential of flooding, restore natural water infiltration where feasible, reduce stormwater runoff, increase seasonal flows, and enhance the survivability of native plant communities. As feasible, the following actions should be incorporated into projects as a "chain" of treatments that extend the time and distance a drop of water takes to go through the landscape and thereby increases its chances of infiltration.

Water Infiltration: The cumulative effects of water management throughout a project area and its adjacent area should catch a 1.3" rain event (equivalent to the 95th percentile rain event in the Watershed). As part of the planning process, calculations should address how the multiple components meet this criterion. The result of this process will be a reduction of destructive storm water flows, as well as the enhancement of the ecological health and increased resiliency of the improved areas.

Reduce impervious cover: Fifty-four percent of the watershed is impervious cover with the bulk of this being within ROW and private parcels. This is the largest impediment to watershed health and must be changed over time. While it will be overall small reductions in impervious cover on each project, the cumulative effect over multiple decades will have a significant impact on ecological function within the watershed. This includes the replacement of impervious surfaces with pervious functional equivalents, and the removal of impervious cover where it is not needed.

Landscape Grading: Use basic grading changes to allow for greater water infiltration. For instance, lower the overall level of the landscape below sidewalks to allow water to sheet flow off the sidewalk and infiltrate into the surrounding landscape. Another possibility is to use curb cuts that let water flow into the landscape.

Soil Improvements: Reducing the compaction of existing soils in a project area, ensuring that new soils do not become compacted, and maintaining healthy soil composition and structure will substantially increase water infiltration in the project area. For more information on soils see the next section.

Raingardens and Swales: Raingardens and swales build on simple grading changes by allowing additional capacity to detain and retain rainwater in landscaped areas, making the path of rain moving through the landscape longer and allowing lower areas in the landscape to hold water that can infiltrate over time. The effectiveness of these areas is amplified by soils that allow for maximum infiltration, as well as the addition of plants that can withstand periodic water inundation and contribute to further cycling of water through evapotranspiration.

Rainwater Catchment: In spaces where infrastructure allows, rainwater catchment systems serve as a mechanism to reduce flows during rain events and allow for irrigation when rain is less plentiful. In addition, Shoal Creek Conservancy can work with adjacent landowners to promote the installation of rainwater catchment systems throughout the trail corridor, further decreasing the concentration of stormwater flows that lead to flooding and erosion.

Green Roofs and Walls: Utilize roofs and walls to temporarily hold water and reduce the initial impacts of flash rain events. This can be done within Trail Corridor projects and advocated for by Shoal Creek Conservancy on other projects within the watershed. Green roofs and walls can also provide shading and reduce the urban heat island effect.

Stream Bank Repair: Water flows have eroded numerous banks with some being repaired, some being repaired poorly and others still needing to be repaired. As trail projects occur in an area adjacent to the creek, where feasible, repairs to the stream banks will support the overall integrity of the watershed.

Erosion Prevention: Stabilization of the soils in a landscape project is critical to its longevity, health, and reducing long-term maintenance. Ensure all areas with the project area are protected from erosion. When an erosion problem is identified, take appropriate measures to address as described in the next section.

Floodplain and Riparian Protection: Minimize disturbance and infrastructure within floodplains and riparian areas. Where infrastructure must go through these areas minimize its footprint and minimize area disturbed by construction. Outside of a tight construction envelope, designate all areas in the 100-year floodplain and/or with Riparian vegetation as Vegetative and Soil Protection Zones (VSPZs).

Remove Utility Infrastructure from the Creek Bed: Numerous stretches of the Creek contain water utility infrastructure. An ongoing component of improvements within the corridor are the removal of these utilities. This has happened in some sections of the creek and will continue to happen over time. In these areas, as the infrastructure is removed, the repair of the creek bed should include restoration that allows for a healthy aquatic ecosystem.

Reduce Irrigation: Reduce use of irrigation by 75 percent from baseline case of equivalent landscape in the Austin area with irrigation through three-year establishment phase. Where feasible, look at alternative water sources like rainwater, rather than using potable water for irrigation.

Protecting Wetlands, Spring and Seep Flows: Small seeps and springs are found throughout the Watershed but are not well documented. As projects are planned and evaluated, the occurrence of these water flows and wet areas should be evaluated for inclusion as critical environmental features. These natural water features typically support sensitive communities that should be inventoried, restored, and enhanced.

Formalize access to the water: Where there is water, people find a way to access it. Along the banks of Shoal Creek this has resulted in informal desire paths, degradation of riparian plant communities, and ultimately erosion. To reduce the frequency of these paths and to prepare for additional traffic as the trail becomes more complete, it is critical to provide formal access to the creek. These formal access points allow the remaining riparian areas to be less damaged by trampling, cutting of limbs, and the establishment of undesirable species. To this end, as trail infrastructure is improved near the creek and/or parks are improved, creek access should be a required component. Elements should include flood resistant hardscape down to the creek's edge. Placement of one access point per 1,200 linear feet of creek edge per side is recommended.

4. Integrating Vegetation and Soil Management

Vegetation creates the ecological structure of habitat and natural areas and helps hold soil in place, preventing erosion. The vitality of these plant communities is based on healthy, appropriate soils and the mitigation of degrading environmental factors. Plants and trees form the framework for the outdoor spaces where we congregate and enjoy nature. Improvement projects too often look at these elements with the mindset that the vegetation and soil components are accessories. The cumulative effect of this mindset be repeated on project after project are large swaths of land working far below their ecological potential. This results in a reduction in the ecosystem services we receive from these properties including: low water infiltration rates, soil compaction, erosion issues, low biodiversity, and management problems associated with weeds and unhealthy landscape plantings. In the last few decades there has been a conceptual shift to recognize the immense utility and value of green infrastructure and ecosystem services in our urban landscapes. These guidelines focus on practical steps to ensure each project associated with the Vision to Action Plan leverages these resources. The result is protection and/or restoration of healthy native plant communities in soils capable of absorbing storm water and holding nutrients, increased biodiversity, as well as the repair of lands degraded by invasive species and erosion.

4.A. Repairing Environmental Degradation

Environmental degradation can come from many factors, both natural and manmade. Before an area can be restored, the major forces negatively impacting an area must be addressed or it is likely the area will fall back into disrepair and any restoration efforts will prove ineffective. The two primary factors degrading parts of the Corridor are: A) soil disturbance and erosion, and B) invasive species.

4.A.1. Mitigating Soil Disturbance and Erosion

Healthy soils are the foundation of a healthy landscape. Human actions, infrastructure and stormwater flows have a significant impact on the site's ability to support stable, healthy soils. These recommendations focus on techniques to alleviate soil disturbance and erosion. The major elements and factors addressed here include: informal trails, formal trail alignments, trail erosion, water access, soil compaction, stream bank erosion, as well as sheet, rill, and gully erosion. The solutions include proper water resource management (discussed above), formalizing the user experience, redirection of stormwater, regrading, use of soil amendments, soil decompaction, and modification of infrastructure. In some areas, due to the lack of space within the pathway corridor, additional actions may be needed upstream to address the volume of water flow causing erosion issues.

User Impacts

Off-trail recreation is impacting portions of the Corridor. Numerous problems associated with user impacts can be alleviated by decommissioning informal trails, ensuring a sufficient number of trails of appropriate size, ensuring trails meet the needs of the different user groups, creating sufficient water access points, realigning trails away from steep slopes or sensitive environmental features and stabilizing trail surfaces where erosion is a potential issue.

Formalizing Access to the Creek Shoreline

To protect the sensitive ribbon of habitat at the water's edge, formal water access points should be created in areas where they do not occur. These areas will be linked to the main trail, have appropriate amounts of space to accommodate users and will have ample infrastructure to support appropriate activities such as sitting or bird-watching. In addition, as these formal access points are created, the riparian area around them should be restored with plant material tall enough to discourage informal access. Water access points to Shoal Creek should be approximately every quarter-mile in the parks and greenbelts, on each side of the Creek.

Repairing Informal Trails, Retired Trails and Trampled Areas

Decommissioning informal trails and restoring impacted areas are essential steps to stop degradation. For smaller areas, the technique of "brushing" may be used. This includes lying dead vegetation or "down material" along an informal trail to discourage use and allow for passive restoration. For larger areas or areas associated with an improvement project, loosening of soil, soil amendments, seeding and planting should be a part of the repair process. In high-use areas, temporary fencing, along with signage explaining the restoration project may be necessary to allow areas to recover without additional damage.

Stabilizing Soils Impacted by Stormwater

Stormwater runs downhill throughout the Corridor on its way to the creek. Green infrastructure methods associated with slowing down flow are preferred for addressing stormwater issues within the Corridor and are described in the Incorporating Water Resources section above. As water flows through the study area it is important to be acutely aware of the potential for erosion and have methods in place to mitigate it when an issue is observed as the issues only get worse over time.

Trail Runoff

In numerous areas along the trail, grade dips and small culverts can be used to shunt water off the trail. In some areas, additional dips and small culverts should be installed to increase the number of locations where water moves across the trail and reduce the volume for existing culverts. This is particularly necessary in areas where large amounts of stormwater are being directed across the trail.

Sheet Erosion

Where sheet erosion is occurring, upslope solutions to reduce or slow flow should be considered. Possibilities include grading changes, swale installation, and rain capture areas. For minor sheet erosion issues, organic material can be added to cover exposed tree roots, along with the appropriate planting and seeding of understory plants to stabilize the soil and increase water uptake. The establishment of appropriate vegetation can often be the best solution to areas suffering from sheet erosion.

Rill Erosion

As with sheet erosion, upslope solutions should be considered first. Where those can be installed, minor cases of rill erosion may be treated like sheet erosion, with the addition of organic material to cover tree roots and create appropriate conditions for revegetation. Where upslope solutions are not feasible, erosion mats and additional plants to hold the soil should be considered. Installing erosion mats will temporarily hold the soil until new plants are firmly established. Where this is still not enough, dissipating flows may be accomplished through the use of rock and/or gabions.

Gully Erosion

Again, upslope solutions are generally preferred. Many of the gullies are caused by stormwater coming into the trail corridor. Green infrastructure elements (discussed in the water resources section) have the capability of resolving these issues. If an upslope solution is not feasible, a water-dispersing, armoring should be installed. A variety of materials may be used to disperse the water, including riprap, concrete, loose stones and gabions.

Creating Streamlets – A New Opportunity

In some instances, it is possible to utilize an existing erosion channel to introduce a streamlet – a small drainage channel - within the Creek Corridor. Where they occur naturally in Central Texas, streamlets are filled with plants that do not require consistently wet soils, but can thrive in seasonally-wetter soils, such as Lindheimer's muhly and seep muhly. Formalizing the existing channels by reinforcing the erosion bed with rock and gravel, planting appropriate plants and reducing mowing frequencies to once a year or less, will prevent erosion issues, accommodate the water flow and create a more dynamic environment.

4.A.2. Invasive Species Management

As a heavily-developed urban creek, Shoal Creek has been colonized by an array of invasive plants, which capitalize on disturbance and neglect. Management of invasive plants is critical to restoring ecological function along the trail corridor. Invasive species are characterized by their aggressive growth which can crowd out and replace native plants, systematically disrupt natural processes, change soil chemistry, and cause economic harm. These impacts extend to the native animal species as well, which rely on the native flora for shelter, protection, and food.

As each project is initiated, part of the site assessment will include documentation of invasive species occurrences in a project area. This information along with site characteristics and overall project goals will be utilized to create an invasive species management plan for that project. Some problematic invasive species found along the trail corridor include:

Giant cane – *Arundo donax*: Giant cane forms dense monocultures in areas where moisture is present, primarily impacting riparian areas, drainages, and seeps.

Chinese privet -- *Ligustrum sinense* and/or *Ligustrum quihoui*: Chinese privet is a dense, low growing evergreen shrub found throughout the study area, mostly at low levels. It poses a high threat in some locations due to higher plant densities or because of recent disturbances.

Glossy privet – *Ligustrum japonica* and/or *Ligustrum lucidum:* Glossy privet is a large evergreen shrub/small tree that creates dense shade which prevents the growth of native understory plants.

Catclaw vine - *Macfadyena unguis-cati*: Catclaw is an aggressive, evergreen perennial that grows rapidly and can climb and overtop overstory trees. Difficult to control, it grows from underground tubers with vast stores of energy.

Chinaberry - *Melia azedarach*: Found throughout the Corridor, Chinaberry is a fast growing and prolific deciduous tree whose leaf litter has been found to alter soil chemistry.

Mexican petunia - *Ruellia brittoniana*: A herbaceous forb growing in the creek bed throughout Shoal Creek. It spreads rapidly from seeds and displaces native creek bed vegetation.

Chinese tallow - *Triadica sebifera*: A deciduous tree, sparsely present up and down the creek bed. While not dense at the moment, it has a reputation as a rapidly spreading pest.

Bamboo - *Phyllostachys aurea*: In localized areas it forms a dense monoculture that severely impacts the area and reduces overall biodiversity.

Each of these species has a set of best management practices associated with physical and chemical treatment. As the best management practices are being refined over time, we recommend the COA Watershed Protection department be used as council on best management practices for the removal of particular species on a particular project. With that said, it is recommended that wherever feasible, the use of herbicides is reduced. Where they are used, they should be applied following all state, city, federal, as well as manufacturer recommendations and requirements.

4.B. Ecological Restoration

Ecological restoration is the act of enhancing natural processes in a landscape where they may not exist, are impaired, or simply can be improved. Within much of the trail corridor the landscape has been neglected as a result of more than 150 years of settlement and urbanization. Restoration will focus on restoring soils, the establishment of native plant communities, and an ongoing effort to increase biodiversity.

4.B.1. Soil restoration

The soils in much of the corridor have been substantially altered due to infrastructure projects, erosion, and a lack of information about maintaining healthy soils. Soil health is the foundation of achieving better ecological performance in the landscape. To understand the underlying issues with soil and plan for their restoration, soil testing is needed in all project areas. In some cases, restoration actions will include loosening of the soil, adding compost and planting; in some places the plant community may be intact to the point that only top dressing is recommended, in other places the testing will result in recommendations for the creation of a new soil profile that allows for the growth of healthy native plant communities.

Soil recommendations for projects in the Corridor include:

- Identify areas where soil and vegetation should be protected through Vegetation and Soil Projection Zones (VSPZ).
- Where construction is occurring, reduce impacts to soil to the smallest area possible and ensure the project specifications address soil restoration of impacted areas.
- Engage soil mix contractor at least six months prior to soils being needed on site to allow for acquisition, preparation and mixing of material, as well as adequate time for the material to be tested by a third party.
- Test existing and imported soils for physical and chemical characteristics including: Particle size, sand/silt/clay content, substances hazardous to human health, phytotoxicity, pH, soluble salts (electrical conductivity), cation exchange capacity (CEC), extractable phosphorus, potassium, calcium, magnesium, as well as sodium. The number of soil tests needed on the site should reflect the changes in conditions throughout the site. Desired outcomes can be based on a reference soil from the watershed, as available.

- Permeability/compaction testing should occur on existing soils, restored subgrade soils, and final soils to ensure soils are meeting projected infiltration rates of the project.
- Where soil is in good condition but must be temporarily removed for construction, the soil can be stockpiled for reuse in a designated, defined, and approved area.
- Where new topsoil will be used, ensure the soil is not coming from greenfields and/or prime farmland soils.
- When loosening soils on the site, heavy equipment should be limited, if used at all, with the preferred method being air spading. This is particularly true under tree canopies.
- When importing soil, ensure it is appropriate for Austin area native plants, appropriate for the area where it is being placed, free of construction debris, and weed free.
- In all soil treatment areas, ensure the soil is top dressed with organic material that facilitates water infiltration but does not inhibit desirable plant growth and/or seed germination.
- Synthetic fertilizers, and overly fertile soils should be avoided as they can have negative impacts on area water quality and encourage weed growth.
- Create substrate connections between vegetated areas to allow more subsurface water movement, reduce plant water stress, increase infiltration capacity, and increase areas for root development. For instance, vegetated islands and strips should be connected to larger vegetated portions of the ROW through subsurface connections.

4.B.2. Vegetation Restoration and Expansion of the Urban Forest

The waters of Shoal Creek and the Watershed have supported dynamic riparian woodlands, sloping woodlands, and upland savannas. Due to urbanization much of the Central Texas vegetation has disappeared within most of the watershed but still can be found in some of the larger open spaces, areas where landowners have planted native plants, or areas where restoration projects have been installed—such as Pease Park. These plant communities allow for long-term, sustainable ecological function to occur in the watershed, create habitat for wildlife, increase biodiversity, and form the framework in which users experience the flora and fauna of Central Texas in the heart of urban Austin. To this end, projects associated with the Vision to Action Plan should incorporate the following elements:

- Ensure any degradation issues have been addressed.
- Restore areas that are currently mowed that do not have an active recreation purpose to native plant communities and reduce overall mowing.
- Restore riparian vegetation that has been cleared through degradation and/or displaced by invasive species.
- Think cathedral canopy along the creek. Within the planning process recognize that woodland areas, when mature, raise the canopy higher and thereby allow for line of sight views underneath the canopy that showcase the creek and other natural features—the misperception that specimen planting of trees within a grassland maintains views is false without large dollars dedicated to canopy pruning.
- Look at expanding the “Grow Zone” in the trail corridor as it allows PARD and Watershed Protection to work together on riparian restoration efforts.

- Widen the riparian vegetation areas to the bounds of at least the 100-year floodplain wherever feasible.
- Utilize wildflower meadows in areas outside of active recreation areas where there is a desire to transition out of mowing.
- Think of the full vegetation structure when designing plantings including canopy cover, understory, and groundcover.
- Use a diverse array of native plant material to promote genetic diversity within plant communities and to support greater biodiversity and more climate resilient vegetation.
- Create protocols for the establishment of vegetation. For instance: Upon substantial completion there are no expanding invasive species issues, there is a threshold of groundcover appropriate for the plant community, and all trees and shrubs meet warranty requirements after substantial completion.
- Allow vegetated areas to be as connected as possible. The less edge of native vegetation, the easier it is to maintain, the less likely there is going to be an invasive species issue or erosion issue, and the more likely the area can serve as wildlife habitat.
- Use biodiversity as a deciding factor in choosing plants and seeds. Heighten biodiversity wherever possible.
- In riparian areas all newly planted or seeded areas should have temporary barriers to prevent activity and reduce the risk of trampling.
- Some areas with slopes or potential of stormwater flows will need biodegradable erosion blankets or equivalent to reduce the potential of erosion and hold both plants and seeds in place.

Plant Considerations

- Select plant materials that allow for more shade along the trail corridor to promote user comfort while reducing the impacts of the urban heat island effect.
- Select plant material that recognizes long-term management resources available. This will be particularly true in ROW areas that need a simpler yet resilient planting system that considers the management and safety concerns. For instance, shade trees with inland sea oats and turk's cap could be appropriate for a planting where knee high vegetation is acceptable most of the year.
- Within the native plant pallet, ensure that the correct plant is put in the right place. The recommended plant list found in Table B includes appropriate locations for each species. Ensure riparian trees are planted near the creek and upland trees are planted outside of the floodplain. This will be particularly true for rain garden areas or other areas where plants may be inundated by water for over 24 hours and often have root material in water.
- Match plant material to use patterns. Where formal access is planned, ensure plantings are protected or can withstand expected use. In addition, ensure plantings around formal access will discourage informal access to riparian areas. For instance, tall growing bunch grasses such as eastern gamma grass, Lindheimer's muhly and switch grass can both stabilize the creek edge and discourage individuals from trespassing.

- Plant material should be inspected before being delivered to the site and at the site before going into the ground to ensure it meets growth specifications, is healthy, and does not have additional weed material growing in the plants.
- Planting and seeding instillation should be overseen by a member of the planning and design team to ensure the plant material is being handled properly, correct quantities are being installed, correct species are being installed, and plants are being put in the ground per specifications.
- To allow for initial establishment before the heat of the summer, most planting should occur between October to April.
- Size matters: Plants should be the smallest size suitable for the circumstances. For example, planting small caliper and bareroot trees allows resources to go farther because the plant material and installation costs are substantially reduced. That said, in areas where trampling or aesthetics are of immediate concern, larger plants may be appropriate.
- Irrigation: Temporary irrigation is critical during establishment of larger plant material during the summer months and dry periods. It can also substantially heighten survivability of smaller plant material through establishment, particularly during the summer months. Where feasible, irrigation should be used for establishment of native plant communities with a focus on water conservation and meeting metrics set forth by SITES to reduce the overall amount of irrigation, including reducing potable water use.

Seeding

Seeding can be used independently or as a complement to live plantings. Seeding should be used in areas where trampling is unlikely or pedestrian traffic can be at least temporarily stopped to allow for establishment, where the seed will not be washed away by sheet flow or flooding events, and/or where live planting is not practical. When successfully implemented, seeding offers a more effective way to cover a larger area in native plants with fewer resources.

Important factors for seeding include (many of these are components of the City of Austin Environmental Criteria Manual):

- Preparation of the soil to support good seed-to-soil contact and a healthy growing medium.
- Removal of weeds that can potentially outcompete seed material.
- Temporary irrigation that ensures germinating seedlings do not dry out during dryer periods and there is soil moisture available for growth during establishment.
- Seed sources are critical. Seed should come from a reputable seed distributor that specializes in native seed and can verify seed purity through testing—seed must be weed free.
- Use proper seeding rates. Rates will vary based on seed type, whether the seeding is adding diversity to an area with existing vegetation, complementing live plantings, or establishing vegetation in an area prepped specifically for seeding.
- It is important to remember the best timing for seeding may be different than for live plantings. Cool season grasses and spring wildflowers will do better if sown in the fall, while warm season grasses and fall wildflowers may be planted in late winter.

Expanding the Urban Forest

Tree planting can expedite the establishment of an ecologically functional, diverse, and aesthetically pleasing canopy and expand the urban forest. Considerations associated with the urban forest include:

- In all areas diversity of species, size, and age class are essential in creating a sustainable, resilient urban forest that will be less susceptible to blight, drought, and climate change.
- Use a naturalistic planting pattern in riparian and woodlands areas. Planting trees in clumps rather than spacing them evenly will create a more natural aesthetic. These trees will grow to form groves, which is often how trees are encountered in Central Texas. Spacing between trunks can range in riparian and woodland areas from 10 to 30' with smaller spacing recommended for smaller species.
- Balance tree spacing with desire for shade in ROW. Along ROW a standard spacing could be 20' for large canopy trees. While this may cause some long-term canopy conflicts, it balances desires for a complete canopy and a raising of the overall canopy with future maintenance costs.
- Understory and groundcover establishment are a critical part of creating healthy woodland plant communities.

Wildlife Habitat Enhancement

The urban forest and natural areas of Shoal Creek serve as a refuge and a corridor for wildlife in the highly urbanized Austin area. By addressing degradation issues, changing land management practices, and restoring natural areas per the recommendations here, the wildlife habitat within the trail corridor can be substantially increased in size and quality. Plants with particularly good wildlife benefit are shown in Table B.

Shoal Creek Conservancy has and can continue to play a role in promoting wildlife in the Corridor through educational outreach, and the promotion of programs that improve habitat and increase wildlife observations. These programs are listed in the educational section and incorporated into metrics below.

5. Landscape Material Selection

Other parts of the report address trail material and material selection. This section briefly discuss the need for impervious cover alternatives and criteria for plant and seed selection.

Types of materials used on a project have a significant impact on the potential success of the project and can substantially impact the watershed, as well as the regional and global footprint of a project. From the perspective of ecological function within the watershed, the most critical material component to consider is the reduction of impervious surfaces wherever and however possible. To accommodate the need for hard surfaces in infrastructure projects, pervious pavement or equivalent solutions should be investigated for sidewalks and cycling paths. The promotion and advocacy for equivalent practices adjacent to the Corridor on neighboring tracts, and on tracts throughout the watershed, should be a top priority for Shoal Creek Conservancy.

Products used in projects should have the least negative effect possible on the surrounding environment with respect to pollutants and water quality. This is important for human health and for the protection of the watersheds flora and fauna.

Plant and Seed Material

A list of recommended plants can be found in Table B. As additional native plants are found to be appropriate in the Corridor, they should be added to the list. Criteria for plant selection should include:

- Native to the Central Texas area;
- Available through the local nursery trade or native plant society groups;
- Successfully used in restoration projects within Central Texas;
- Plant and seed material used in the site should be from the state. For plant material, it should be grown within a 100-mile buffer from the site.
- Adds diversity to the plant communities along Shoal Creek;
- Included in the Texas Parks and Wildlife Department's Wildscapes list of plants that are beneficial for wildlife; and
- Recommended for similar projects by arborists, ecologists, or land management professionals.

6. Incorporating Human Health and Well- Being

Other sections of this report address human health in detail. This is a critical component of any sustainable landscape. As a part of well-being and human health, improvements to the ecological function of the Corridor support a resilient and vibrant landscape for people to enjoy and experience that allows for interactions with the native flora and fauna of the Watershed. This builds on the positive experiences within nature that are shown to increase mental and physical health and contribute to positive social connections.

7. Construction Practices

Ecologically functional and sustainable landscapes must be integrated into the construction process to be successful. To this end, the many elements listed above must be incorporated into schematic, design, and construction drawings. In addition, specifications must articulate in detail the criteria for successful installation of the landscape. It is critical that the installation of these elements is overseen by a professional with experience looking at natural systems in the landscape, and that the professional has authority to pause construction/installation and/or stop payment when performance specifications are not being met.

Elements to consider in preparing and undertaking construction:

- Include the following in schematic, design, and construction documents: Vegetation and soil protection zones (VSPZs) as well as their associated fence lines, protected trees, critical root zones, soil management and grading, stormwater management and erosion control, tree and shrub planting, groundcover planting, and seeding areas.

- Sustainable landscape outcomes must be communicated with the contractors from the outset with specific criteria for evaluating success and completion. This will culminate in a punch list walk of required item before the project will be considered substantially complete.
- Communicate necessary time sensitive elements so they are fully incorporated into construction timelines. For instance, time of year to manage invasive species, as well as best times of year for planting and seeding, are critical elements to work into the overall construction schedule to ensure best practices can integrate with the overall project schedule.
- Oversight walks scheduled regularly with design team member overseeing sustainable landscape installation along with contractors to ensure specifications are being met, contractors are aware of specification thresholds, VSPZs are intact, and the project is progressing appropriately.
- Ensure disturbed soils—either due to construction or original conditions—are loosened and restored to appropriate depths and meet water infiltration thresholds, organic content thresholds, as well as any other project required specifications.
- Ensure any plant, seed, and soil material brought on site is weed free.
- Ensure compliance with tree protection ordinance and best practices.
- Ensure construction equipment does not have leaking oil and avoid refueling on site.
- Ensure compliance with City of Austin regulations on erosion control and ensure no erosion or pollutants are going into VSPZ areas, the stormwater system, or waterways.
- Ensure compliance with local, state, and national regulations associated with the use of landscape chemicals.

8. Operations and Management for a Sustainable Landscape

Landscapes and particularly ecological landscapes are dynamic places that will fluctuate based on changes in rainfall, seasonality, and use patterns. In all cases, these valuable resources require ongoing operations and management to be successful. In addition, the planned landscape is not fully functional upon completion, but only through maturity. By having an operations and management plan and the required resources allocated, the project can be maintained, evaluated, and improved over time. Shoal Creek Conservancy can help move the landscapes of the Corridor towards better ecological function by ensuring the installed landscapes have the necessary long-term management resources, are regularly-monitored, and attain the desired performance measures. Without management and monitoring, the best-installed landscape could result in long-term failure.

In all landscapes, an adaptive management approach is recommended. This approach recognizes that landscape management practices often take multiple steps over many years, and conditions may change midcourse. Adaptive management is a process that allows land management practitioners to adjust methods according to existing conditions, previous successes, and unforeseen challenges. This approach is imperative in the face of potential climate change, prolonged drought, catastrophic events, and just being in a highly urbanized setting.

The public right-of-way areas pose particular challenges for management. They are highly-dynamic places that encounter extreme shifts in conditions associated with temperature, precipitation, sun exposure and sometimes trampling. In addition, traditional management practices within Austin have left well-planned, more complex ROW landscapes susceptible to invasive species infestations and overall

lack of functionality. This is often a result of the design intent and the management practices not being aligned, work being completed by different departments, and/or lack of needed resources.

Landscape plans must balance the ideal landscape, with the practicalities of the conditions present, feasible management practices, and the likelihood of long-term viability of the project. For instance, in ROW islands, native plant material and soils used should have proven reliability for those areas with clear management expectations. This contrasts with open space areas where more room can allow for greater biodiversity and more complex landscape systems.

Landscape management should include the following components:

- Work completed by crews with training and experience working with native plant landscapes;
- Properly allocated labor and material resources;
- Projects fulfill all warranty requirements;
- In larger areas, use of management units to facilitate a task oriented approach and more specific evaluation;
- An efficient and effective irrigation system that are checked and maintained regularly;
- Adjustments to plant material to address changes in condition and/or successes or failures seen on site;
- Regular invasive species monitoring and management;
- Erosion mitigation and prevention;
- Replanting and seeding;
- Weeding;
- Recycling of organic plant material;
- Use of organic landscape principles wherever feasible;
- Trash removal;
- Soil care and amendments; as well as
- Pruning and tree care.

9. Education and Performance Monitoring

Shoal Creek Conservancy's goal of helping to create a healthier watershed can be manifested through the advocacy for sustainable landscapes in all projects associated with the Corridor, and by ensuring ongoing monitoring and performance evaluation are conducted to measure successes and failures. For all major projects SITES recommends monitoring and oversight for at least three years after substantial completion. After this time, regular monitoring should occur at least twice a year to ensure any developing issues are addressed.

Advocacy, Participation, and Education

The guidelines listed provide Shoal Creek Conservancy with a framework by which to advocate for sustainable landscapes as the Vision to Action Plan is implemented. Because most of the Watershed is held in private ownership it is critical for SCC to advocate for better practices beyond the publicly owned parks, greenbelts and ROW areas. SCC can do this through the promotion of numerous City and non-profit organization programs that promote sustainable landscapes. In addition, SCC can advocate for SITES certification on all projects in the Corridor.

While there are numerous programs for SCC to promote the following are a few that foster resident and business participation and advocacy for ecological function in the Watershed. The City of Austin rebate programs include: **WaterWise Rainscapes** to increase water retention, **Rainwater Harvesting** to capture rainwater, **Waterwise Landscape** to convert from turfgrass to native plant beds. City grant programs for organizational, school, or citizenry led projects include the **Urban Forest Grant** for projects that increase the size and health of the urban forest and the **Bright Green Futures Grant** for school based sustainability projects associated with native plant landscapes, rainwater catchment, and green infrastructure. More about City of Austin Programs can be found at http://www.austintexas.gov/GardenGoodies. In addition, Keep Austin Beautiful offers the **Adopt-a-Creek Program** that allows community members to lead stewardship efforts on a stretch of creek for a two-year period (http://keepaustinbeautiful.org/program/adopt-creek, allows community members to adopt the stewardship of a particular creek section). National Wildlife Federation and Texas Parks and Wildlife Department jointly run the **Wildscapes: Best of Texas Backyard Certification** which certifies landscapes as quality habitat and educates participants on best practices in creating wildlife habitat within an urban setting (https://tpwd.texas.gov/huntwild/wild/wildlife_diversity/wildscapes/best_of_texas_certification.phtml).

Outside of capital improvement projects, volunteers can be used to push ecological restoration forward in numerous areas along the Shoal Creek Corridor. For example, volunteers can remove Ligustrum, cut invasive trees under six inches in diameter, amend soils and plant new vegetation. Professionals can supplement volunteer efforts by cutting larger invasives, applying herbicide as needed under the supervision of licensed applicator and chipping tree wastes into usable mulch.

As there is great interest in stewardship activities and volunteering, SCC can use volunteer activities to heighten awareness of programs and needs of the Corridor while allowing participants to engage in hands on activities that improve the watershed. To train volunteers, SCC can promote the following programs:

- Invasive plant identification and treatment training the Invaders of Texas Program at the Lady Bird Johnson Wildflower Center, http//www.texasinvasives.org/invaders/
- Capital Area Master Naturalists training, txmn.org/capital/
- Native Plant Society involvement in Central Texas for educational programming and native plant material sources, npsot.org/wp/austin/
- Central Texas Trail Tamers for trail construction, evaluation, and maintenance, www.trailtamers.org/
- Travis Audubon for bird identification, habitat maintenance and restoration, travisaudubon.org/
- Tree Folks for Tree ID, tree care, and woodland restoration, www.treefolks.org/getinvolved
- Contributing to Citizen Science, ebird.org and inaturalist.org

These programs and initiatives provide interested volunteers with a means to further their personal knowledge and commitment to the Watershed. In addition, participation in the programs is a great way to cultivate a larger and more informed volunteer base.

Performance Monitoring

Monitoring is critical to the evaluation of management practices. Monitoring new projects should include geographic, photographic, quantitative, and narrative components that include annual photo points, early detection evaluation, landscape specification documentation and evaluation, and water infiltration documentation.

Early Detection Monitoring

Early detection monitoring should occur at least twice a year and is recommended monthly for the first year after a substantial project completion and quarterly thereafter. It detects new threats at an early stage, so they can be addressed quickly. It is not tied to a specific photo point or vegetation plot, but requires a staff member, professional, or volunteer to periodically walk the project area and observe: new invasive threats, expanding invasive plant issues, areas being over used and denuded, new informal trails, and/or new erosion issues. Once new threats are identified, staff or volunteers can quickly take action and prevent a small problem from becoming a larger one that takes more time and resources to control. To be effective, early detection monitoring requires an individual who is:

- Adept at identifying invasive plants;
- Familiar with evaluating erosion and potential erosion issues; and
- Familiar with the history and conditions of the site.

Land Management and Maintenance Task Monitoring

A simple, standard log of management and maintenance activities for each project should be kept over time to document overall time and resource expenditures, to help future caretakers understand the actions that have been taken, and to provide an avenue by which successes and failures can be better understood. Information that should be collected for each task includes: location of area, size of area, list of any issues, how they were treated, and resources used (including labor), along with photo documentation before and after the action. This documentation should be compiled into an ongoing management database that the City and Shoal Creek Conservancy can pull from to better understand project needs in the future.

While coordinating efforts of all departments and organizations doing work in the study area is complex, documentation is the first and most critical component. Documentation, through the use of electronic field data acquisition software with shared access for all entities doing work, will go a long way towards strategic and effective coordination and ensure that successful management practices are being used.

Project Metrics

The process of creating sustainable landscapes within the Watershed will have successes and failures with an overall trend that works towards the goal of enhancing ecological function and enriching the user experience. It is important to have project metrics to track the progress of implemented landscapes over the years. Metrics must be measurable and track aspects of the project goals. To document progress toward achieving the goals of the Vision to Action Plan associated with ecological function the following metrics are recommended:

- 30% decrease in mowed areas over five years associated with natural areas that are connected to the Trail and/or the Creek.
- 30% increase in riparian zone area in 10 years within the publicly owned and accessible areas.
- Increase overall canopy cover/ shade over trail components to 70% within 10 years.
- 20% increase in species count overall and in the following major organism groups in the next 10 years: plants, mammals, reptiles and amphibians, fish, and birds (See Table A).
- 25% of landowners in the trail corridor participate in COA rainwater harvesting and/or raingarden program in the next 5 years in a manner that allows a 1.3" rain event to infiltrate on their property.
- 5% reduction in impervious cover in corridor through outright removal or replacement with pervious equivalents in 10 years.
- Project areas associated with the trail (including the trail corridor and adjacent properties) accommodate a 1.3" rain event within their boundaries.
- Install 10 water access points along Shoal Creek in the next 5 years with associated riparian restoration around each access point.

These metrics describe a path towards success and articulate key reasons for the management practices described in this document. The metrics also provide a motivation for people to become more familiar with and committed to the protection and enhancement of the Watershed. For instance, the metrics associated with increased species numbers will motivate restoration and habitat enhancement efforts, while at the same time motivating observations and record-keeping. With available technologies including *ebird.com* and *inaturalist.com,* park users, professionals and volunteers may all contribute to the records of species observed along the Creek Corridor that can then be verified by experts. The metrics motivate involvement and resource allocation while allowing for measurable and tangible outcomes.

10. Innovation and Exemplary Performance

The partnership of the City with Shoal Creek Conservancy is innovative as evidenced by the public/private partnership that has resulted in the completion of the Shoal Creek Trail Vision to Action Plan. With the implementation of the Vision to Action Plan and its sustainable landscape guidelines, the City and SCC can catalyze creation of a pathway Corridor that enhances the movement of pedestrians, bicyclist and vehicles, while substantially increasing its ecological function.

To measure this shift in function, we recommend that the cumulative effect of the above criteria result in projects that have a net positive impact on stormwater management for the areas where the improvements are to be implemented, as well as for the adjacent properties. For instance, if a five-block area of Shoal Creek Blvd is retrofitted to implement the Vision to Action Plan, within those five blocks, the stormwater from the street and pedestrian areas, as well as adjacent areas is absorbed within the project area for a 1.3" rain which is equivalent to the 95th percentile rain event.

The concepts mentioned here are a paradigm shift in how the community understands human-nature interactions and how it supports the creation of enhanced ecological function. While many of these concepts and their implementation have been occurring for a few decades, full implementation of these

ideas throughout an Austin urban watershed would be a considerable step forward in reducing degradation of the environment, creating more ecologically functional landscapes, increasing biodiversity in urban environments, and managing stormwater.

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Table A: Flora and Fauna of Shoal Creek Watershed

The following reflects a first attempt at documenting species observed within the Shoal Creek watershed. Data were obtained from iNaturalist or eBird, and reviewed for likelihood of occurrence. Species in the Flora table were also identified through several surveys including one by the Lady Bird Johnson Wildflower Center in December 2006, several by Siglo Group in Fall of 2013 and 2017, and partial surveys of northern portions of the study area by Bill Carr between May 2014 and December 2017.

The balance of species tables utilized a ranking system of data under the heading *Quality Grade. Confirmed* status entries were cross verified in iNaturalist and within that system are identified as "Research Grade". *Probable* status reflects species which are widely known to exist in the watershed, but not confirmed within iNaturalist, and *Possible* status indicates that species have been observed but not verified to exist in the watershed.

Fungi, lichen, mollusks, arachnid, and insect species are beyond the scope of this study and have not been included.

Flora

Plant species observed within the Pease Park/Shoal Creek Valley study area. Botanical names follow the USDA Plants database (http://plants.usda.gov/). Three surveys have been conducted over the past eight years, and the columns below show which surveyor encountered which plant.

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Acanthaceae	*Dicliptera brachiata*	branched foldwing	forb	
Acanthaceae	*Dyschoriste linearis*	snake herb	forb	
Acanthaceae	*Justicia americana*	water willow	forb	
Acanthaceae	*Rhus aromatica*	aromatic sumac	shrub	
Acanthaceae	*Ruellia caerulea*	Mexican petunia	forb	x
Acanthaceae	*Ruellia drummondiana*	Drummond wild-petunia	form	
Acanthaceae	*Ruellia nudiflora*	wild petunia	forb	
Aceraceae	*Acer grandidentatum*	bigtooth maple	tree	
Aceraceae	*Acer negundo*	boxelder	tree	
Agavaceae	*Yucca rupicola*	twisted-leaf yucca	shrub	
Alismataceae	*Sagittaria platyphylla*	delta arrowhead	forb	
Amaranthaceae	*Alternanthera philoxeroides*	alligatorweed	forb	x
Amaranthaceae	*Amaranthus polygonoides*	tropical amaranth	forb	
Amaranthaceae	*Amaranthus rudis*	water hemp	forb	
Anacardiaceae	*Pistacia chinensis*	Chinese pistache	tree	x
Anacardiaceae	*Rhus lanceolata*	flameleaf sumac	shrub	
Anacardiaceae	*Toxicodendron radicans*	eastern poison ivy	vine	
Apiaceae	*Chaerophyllum tainturieri*	chervil	forb	
Apiaceae	*Cicuta maculata*	water hemlock	forb	
Apiaceae	*Cyclospermum leptophyllum*	wild celery	forb	x
Apiaceae	*Hydrocotyle verticillata*	whorled waterpenny	forb	
Apiaceae	*Torilis arvensis*	tall sockbane	forb	x
Apocynaceae	*Vinca major*	big leaf periwinkle	groundcover	x
Aquifoliaceae	*Ilex decidua*	possum haw	shrub/tree	
Aquifoliaceae	*Ilex vomitoria*	yaupon holly	shrub/tree	
Araceae	*Alocasia macrorrhizos*	elephant ears	forb	x
Araceae	*Colocasia esculenta*	elephant ears	forb	x
Araliaceae	*Hedera helix*	English ivy	vine	x
Arecaceae	*Sabal mexicana*	Mexican palm	tree	x
Arecaceae	*Sabal minor*	dwarf palmetto	shrub	
Aristolochiaceae	*Aristolochia serpentaria*	pipevine	vine	

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Asclepiadaceae	*Asclepias oenotheroides*	hierba de zizotes	forb	
Asclepiadaceae	*Matelea gonocarpos*	anglefruit milkvine	vine	
Asclepiadaceae	*Matelea reticulata*	green milkweed vine	vine	
Asteraceae	*Acmella oppositifolia var. repens*	creeping spotflower	forb	
Asteraceae	*Ageratina havanensis*	shrubby boneset	shrub	
Asteraceae	*Ambrosia psilostachya*	western ragweed	forb	
Asteraceae	*Ambrosia trifida*	giant ragweed	forb	
Asteraceae	*Baccharis neglecta*	willow baccharis	shrub	
Asteraceae	*Calyptocarpus vialis*	horseherb	forb	
Asteraceae	*Centaurea melitensis*	Malta star-thistle	forb	x
Asteraceae	*Chaptalia texana*	silverpuff	forb	
Asteraceae	*Cirsium texanum*	Texas thistle	forb	
Asteraceae	*Conyza canadensis*	horseweed	forb	
Asteraceae	*Coreopsis basalis var. wrightii*	coreopsis	forb	
Asteraceae	*Coreopsis tinctoria*	coreopsis	forb	
Asteraceae	*Engelmannia peristenia*	Engelmann's daisy	forb	
Asteraceae	*Erigeron philadelphicus*	Philadelphia fleabane	forb	
Asteraceae	*Gaillardia pulchella*	common firewheel	forb	
Asteraceae	*Helenium elegans var. elegans*	creekside sneezeweed	forb	
Asteraceae	*Helianthus annuus*	annual sunflower	forb	
Asteraceae	*Helianthus maximiliani*	Maximilian sunflower	forb	
Asteraceae	*Hymenopappus scabiosaeus var. corymbosus*	Old plainsman	forb	
Asteraceae	*Iva annua*	broadleaf sumpweed	forb	
Asteraceae	*Krigia cespitosa*	weedy dwarf-dandelion	forb	
Asteraceae	*Lactuca ludoviciana*	Louisiana wild-lettuce	forb	
Asteraceae	*Lactuca serriola*	prickly lettuce	forb	x
Asteraceae	*Lygodesmia texana*	Texas skeletonplant	forb	
Asteraceae	*Packera tampicana*	Great Plains ragwort	forb	
Asteraceae	*Parthenium confertum*	false ragweed	forb	
Asteraceae	*Parthenium hysterophorus*	false ragweed	forb	x
Asteraceae	*Parthenium hysterophorus*	Santa Maria feverfew	forb	
Asteraceae	*Ratibida columnifera*	Mexican hat	forb	
Asteraceae	*Rudbeckia hirta*	black-eyed Susan	forb	
Asteraceae	*Solidago altissima*	tall goldenrod	forb	
Asteraceae	*Solidago sp.*	goldenrod	forb	
Asteraceae	*Sonchus asper*	sow-thistle	forb	x
Asteraceae	*Sonchus sp.*	sow thistle	forb	
Asteraceae	*Symphyotrichum drummondii var. texanum*	Texas aster	forb	
Asteraceae	*Symphyotrichum ericoides var. ericoides*	heath aster	forb	
Asteraceae	*Symphyotrichum lanceolatum*	lanceleaf white aster	forb	
Asteraceae	*Symphyotrichum sp.*	aster	forb	
Asteraceae	*Thelesperma filifolium*	slender greenthread	forb	
Asteraceae	*Vernonia baldwinii*	western ironweed	forb	
Asteraceae	*Viguiera dentata*	plateau goldeneye	forb	
Berberidaceae	*Mahonia trifoliolata*	agarita	shrub	
Berberidaceae	*Nandina domestica*	heavenly bamboo	shrub	x
Bignoniaceae	*Campsis radicans*	trumpet creeper	vine	
Bignoniaceae	*Macfadyena unguis-cati*	catclaw vine	vine	x
Boraginaceae	*Buglossoides arvensis*	corn gromwell	forb	x
Boraginaceae	*Ehretia anacua*	sandpaper tree	tree	
Brassicaceae	*Capsella bursa-pastoris*	shepherd's purse	forb	x

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Brassicaceae	*Rapistrum rugosum*	bastard cabbage	forb	x
Brassicaceae	*Sibara virginica*	Virginia winged rockcress	forb	
Bromeliaceae	*Tillandsia recurvata*	ballmoss	forb	
Bromeliaceae	*Tillandsia usneoides*	Spanish moss	forb	
Cactaceae	*Cylindropuntia leptocaulis*	tasajillo	shrub	
Cactaceae	*Opuntia engelmannii*	prickly pear	shrub	
Caprifoliaceae	*Lonicera fragrantissima?*	bush honeysuckle	shrub	x
Caprifoliaceae	*Lonicera japonica*	Japanese honeysuckle	vine	x
Caprifoliaceae	*Sambucus nigra*	elderberry	shrub	
Caprifoliaceae	*Symphoricarpos orbiculatus*	coralberry	shrub	
Caprifoliaceae	*Viburnum rufidulum*	rusty blackhaw viburnum	shrub/tree	
Caryophyllaceae	*Stellaria media*	common chickweed	forb	x
Chenopodiaceae	*Chenopodium berlandieri*	pitseed goosefoot	forb	
Commelinaceae	*Commelina erecta*	erect dayflower	forb	
Commelinaceae	*Gibasis pellucida*	dotted bridalveil	forb	x
Commelinaceae	*Setcreasea pallida*	purple heart	forb	x
Commelinaceae	*Tinantia anomala*	false dayflower	forb	
Commelinaceae	*Tradescantia gigantea*	giant spiderwort	forb	
Commelinaceae	*Tradescantia humilis*	low spiderwort	forb	
Commelinaceae	*Tradescantia sp.*	spiderwort	forb	
Convolvulaceae	*Convolvulus equitans*	Texas bindweed	forb	
Convolvulaceae	*Dichondra sp.*	ponyfoot	forb	
Convolvulaceae	*Evolvulus sericeus*	bindweed	vine	
Convolvulaceae	*Ipomoea cordatotriloba*	common morning-glory	vine	
Convolvulaceae	*Merremia dissecta*	alamo vine	vine	
Cornaceae	*Cornus drummondii*	roughleaf dogwood	shrub	
Crassulaceae	*Sedum sp.*	sedum	forb	x
Cucurbitaceae	*Cucurbita foetidissima*	stinking gourd	forb	
Cupressaceae	*Juniperus ashei*	Ashe juniper	tree	
Cupressaceae	*Taxodium distichum*	bald cypress	tree	
Cupressaceae	*Thuja sp.*	arborvitae	tree	x
Cyperaceae	*Carex bulbostylis*	sedge	graminoid	
Cyperaceae	*Carex emoryi*	Emory sedge	graminoid	
Cyperaceae	*Carex frankii*	Frank's sedge	graminoid	
Cyperaceae	*Carex perdentata*	sand sedge	graminoid	
Cyperaceae	*Carex planostachys*	cedar sedge	graminoid	
Cyperaceae	*Cyperus alternifolius*	umbrella sedge	graminoid	x
Cyperaceae	*Cyperus difformis*	variable flatsedge	graminoid	x
Cyperaceae	*Cyperus ochraceus*	pond flatsedge	graminoid	
Cyperaceae	*Cyperus rotundus*	purple nutsedge	graminoid	x
Cyperaceae	*Cyperus strigosus*	strawcolor flatsedge	graminoid	
Cyperaceae	*Eleocharis montevidensis*	sand spikesedge	graminoid	
Cyperaceae	*Eleocharis sp.*	spikerush	graminoid	
Cyperaceae	*Fimbristylis miliacea*	globe fimbry	graminoid	
Cyperaceae	*Schoenoplectus californicus*	tule	graminoid	
Dryopteridaceae	*Cyrtomium falcatum*	Asian holly-fern	fern	x
Ebenaceae	*Diospyros texana*	Texas persimmon	shrub/tree	
Euphorbiaceae	*Acalypha phleoides*	three-seeded mercury	forb	
Euphorbiaceae	*Chamaesyce maculata*	dotted matspurge	forb	

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Euphorbiaceae	*Chamaesyce nutans*	nodding spurge	forb	
Euphorbiaceae	*Croton monanthogynus*	prairie tea	forb	
Euphorbiaceae	*Euphorbia dentata*	toothed spurge	forb	
Euphorbiaceae	*Phyllanthus polygonoides*	knotweed leaf-flower	forb	
Euphorbiaceae	*Tragia brevispica*	climbing noseburn	vine	
Euphorbiaceae	*Tragia sp.*	noseburn	forb	
Euphorbiaceae	*Triadica sebifera*	Chinese tallow	tree	x
Fabaceae	*Acaciella angustissima*	fern acacia	forb	
Fabaceae	*Albizia julibrissin*	Asian mimosa	shrub	x
Fabaceae	*Cercis canadensis*	redbud	tree	
Fabaceae	*Desmanthus acuminatus*	pointed bundleflower	forb	
Fabaceae	*Desmanthus illinoensis*	Illinois bundleflower	forb	
Fabaceae	*Desmanthus leptolobus*	slenderlobe bundleflower	forb	
Fabaceae	*Desmanthus reticulatus*	netleaf bundleflower	forb	
Fabaceae	*Eysenhardtia texana*	Texas kidneywood	shrub	
Fabaceae	*Indigofera miniata*	scarlet pea	forb	
Fabaceae	*Leucaena retusa*	goldenball lead tree	tree	
Fabaceae	*Medicago minima*	least burclover	forb	x
Fabaceae	*Medicago polymorpha*	yellow sweetclover	forb	x
Fabaceae	*Melilotus albus*	white sweetclover	forb	x
Fabaceae	*Mimosa borealis*	fragrant mimosa	shrub	
Fabaceae	*Mimosa sp. (Schrankia sp.)*	sensitive-briar	forb	
Fabaceae	*Mimosa strigillosa*	powderpuff	forb	x
Fabaceae	*Neptunia pubescens*	skirted neptunia	forb	
Fabaceae	*Parkinsonia aculeata*	retama	tree	
Fabaceae	*Prosopis glandulosa*	honey mesquite	tree	
Fabaceae	*Rhynchosia minima*	least snoutbean	vine	
Fabaceae	*Rhynchosia senna var. texana*	Texas snoutbean	vine	
Fabaceae	*Sesbania vesicaria*	bagpod sesbania	forb	
Fabaceae	*Sophora secundiflora*	Texas mountain-laurel	shrub	
Fabaceae	*Strophostyles helvola*	amerique-bean	vine	
Fabaceae	*Styphnolobium affine*	eve's necklace	shrub/tree	
Fabaceae	*Trifolium repens*	white clover	forb	x
Fabaceae	*Vachellia farnesiana*	huisache	shrub	
Fagaceae	*Quercus buckleyi*	Spanish oak	tree	
Fagaceae	*Quercus fusiformis*	plateau live oak	tree	
Fagaceae	*Quercus macrocarpa*	bur oak	tree	
Fagaceae	*Quercus muehlenbergii*	chinquapin oak	tree	
Fagaceae	*Quercus polymorpha*	Monterrey oak	tree	
Fagaceae	*Quercus sinuata var. sinuata*	Durand oak	tree	
Fagaceae	*Quercus stellata*	post oak	tree	
Fagaceae	*Vicia ludoviciana*	dearpea vetch	forb	
Fumariaceae	*Corydalis micrantha var. australis*	scrambled eggs	forb	
Garryaceae	*Garrya ovata ssp. lindheimeri*	Lindheimer's silktassel	shrub	
Geraniaceae	*Erodium cicutarium*	pin-clover	forb	x
Geraniaceae	*Geranium carolinianum*	wild geranium	forb	
Ginkgoaceae	*Ginkgo sp.*	gingko	tree	x
Hydrophyllaceae	*Nemophila phacelioides*	blue-eyes	forb	
Hydrophyllaceae	*Phacelia congesta*	blue curls	forb	
Iridaceae	*Iris germanica*	garden iris	shrub	x

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Iridaceae	*Iris pseudacorus*	yellow iris	forb	x
Iridaceae	*Sisyrinchium rosulatum*	annual blue-eyed grass	forb	
Isoetaceae	*Isoetes melanopoda*	blackfoot quillwort	fern ally	
Juglandaceae	*Carya illinoinensis*	pecan	tree	
Juglandaceae	*Juglans major*	Arizona walnut	tree	
Juncaceae	*Juncus effusus*	softstem rush	graminoid	
Juncaceae	*Juncus interior*	inland rush	graminoid	
Lamiaceae	*Lamium amplexicaule*	henbit	forb	x
Lamiaceae	*Monarda citriodora*	lemon beebalm	forb	
Lamiaceae	*Salvia farinacea*	mealy sage	forb	
Lamiaceae	*Scutellaria drummondii*	Drummond's skullcap	forb	
Lamiaceae	*Stachys agraria*	shade betony	forb	x
Lamiaceae	*Teucrium canadense*	American germander	forb	
Lamiaceae	*Teucrium cubense*	Cuban germander	forb	
Lemnaceae	*Lemna sp.*	duckweed	forb	
Lemnaceae	*Spirodela polyrhiza*	common duckmeat		
Lemnaceae	*Wolffia brasiliensis*	Brazilian watermeal		
Liliaceae	*Allium canadense var. canadense*	Canada wild-onion	forb	
Liliaceae	*Allium drummondii*	Drummond wild-garlic	forb	
Liliaceae	*Allium neopolitanum*	Naples garlic	forb	x
Liliaceae	*Aspidistra elatior*	castiron plant	forb	x
Liliaceae	*Cooperia drummondii*	fall rainlily	forb	
Liliaceae	*Cooperia pedunculata*	broadleaf rainlily	forb	
Liliaceae	*Liriope muscari*	lilyturf	graminoid	x
Liliaceae	*Narcissus sp.*	daffodil	forb	x
Loganiaceae	*Gelsemium sempervirens*	Carolina jasmine	shrub	
Lythraceae	*Ammannia coccinea*	scarlet ammannia	forb	
Lythraceae	*Lagerstroemia indica*	crape myrtle	tree	x
Lythraceae	*Lythrum californicum*	California loosestrife	forb	
Malvaceae	*Abutilon fruticosum*	Indian mallow	forb	
Malvaceae	*Abutilon wrightii*	Wright's Indian-mallow	forb	
Malvaceae	*Allowissadula holosericea*	velvetleaf mallow	forb	
Malvaceae	*Hibiscus laevis*	halberd-leaf rosemallow	forb	
Malvaceae	*Malvastrum aurantiacum*	Wright's false-mallow	forb	
Malvaceae	*Malvastrum coromandelianum*	three-lobe false-mallow	forb	
Malvaceae	*Malvaviscus arboreus var. drummondii*	Turk's cap	forb	
Malvaceae	*Modiola caroliniana*	Carolina modiola	forb	
Malvaceae	*Rhynchosida physocalyx*	buffpetal	forb	
Malvaceae	*Sida abutifolia (S. filicaulis)*	spreading sida	forb	
Marsileaceae	*Marsilea sp.*	water-clover	fern ally	
Meliaceae	*Melia azedarach*	Chinaberry	tree	x
Menispermaceae	*Cocculus carolinus*	Carolina snailseed	vine	
Moraceae	*Broussonetia papyrifera*	paper mulberry	tree	x
Moraceae	*Maclura pomifera*	bois d'arc	tree	
Moraceae	*Morus alba*	Asian mulberry	tree	x
Moraceae	*Morus rubra*	mulberry	tree	
Nyctaginaceae	*Boerhavia coccinea*	scarlet spiderling	forb	
Nyctaginaceae	*Boerhavia erecta*	erect spiderling	forb	
Nyctaginaceae	*Mirabilis jalapa*	four-o'clock	forb	x
Nymphaeaceae	*Nymphaea sp.*	waterlily	forb	
Oleaceae	*Forestiera pubescens*	elbow bush	shrub	

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Oleaceae	*Fraxinus pennsylvanica*	green ash	tree	
Oleaceae	*Fraxinus texensis*	Texas ash	tree	
Oleaceae	*Jasmimum mesnyi*	primrose jasmine	shrub	x
Oleaceae	*Ligustrum japonicum*	waxleaf ligustrum	shrub/tree	x
Oleaceae	*Ligustrum ludicum*	waxleaf ligustrum	shrub/tree	x
Oleaceae	*Ligustrum quihoui*	waxyleaf privet	shrub/tree	x
Oleaceae	*Ligustrum sinense*	Chinese privet	shrub	x
Onagraceae	*Ludwigia octovalvis*	tall water-primrose	forb	
Onagraceae	*Ludwigia peploides*	floating water-primrose	forb	
Onagraceae	*Ludwigia repens*	creeping water-primrose	forb	
Onagraceae	*Ludwigia sp.*	seedbox	forb	
Onagraceae	*Oenothera curtiflora*	smallflower gaura	forb	
Onagraceae	*Oenothera laciniata*	cutleaf evening-primrose	forb	
Onagraceae	*Oenothera sp. (Calylophus sp.)*	sundrops	forb	
Onagraceae	*Oenothera sp. (Gaura sp.)*	gaura	forb	
Onagraceae	*Oenothera speciosa*	pink evening-primrose	forb	
Oxalidaceae	*Oxalis dillenii*	yellow wood sorrel	forb	
Oxalidaceae	*Oxalis drummondii*	Drummond's wood sorrel	forb	
Papaveraceae	*Argemone albiflora*	white pricklypoppy	forb	
Passifloraceae	*Passiflora lutea*	passionflower	vine	
Phytolaccaceae	*Rivina humilis*	pigeonberry	forb	
Pinaceae	*Cedrus deodara*	deodar cedar	tree	x
Plantaginaceae	*Plantago lanceolata*	lanceleaf plantain	forb	x
Plantaginaceae	*Plantago virginica*	Virginia plantain	forb	
Platanaceae	*Platanus occidentalis*	American sycamore	tree	
Poaceae	*Andropogon glomeratus*	bushy bluestem	graminoid	
Poaceae	*Aristida purpurea*	purple threeawn	graminoid	
Poaceae	*Arundo donax*	giant reed	graminoid	x
Poaceae	*Avena sativa*	wild oats	graminoid	x
Poaceae	*Bothriochloa ischaemum var. songarica*	King ranch bluestem	graminoid	x
Poaceae	*Bothriochloa laguroides ssp. torreyana*	silver bluestem	graminoid	
Poaceae	*Bouteloua curtipendula*	sideoats grama	graminoid	
Poaceae	*Bouteloua dactyloides*	buffalograss	graminoid	
Poaceae	*Bromus catharticus*	rescuegrass	graminoid	x
Poaceae	*Bromus diandrus*	ripgut brome	graminoid	x
Poaceae	*Bromus pubescens*	hairy brome	graminoid	
Poaceae	*Chasmanthium latifolium*	wood oats	graminoid	
Poaceae	*Cynodon dactylon*	Bermudagrass	graminoid	x
Poaceae	*Dichanthelium annulatum*	Kleberg bluestem	graminoid	x
Poaceae	*Dichanthium sericeum*	silky bluestem	graminoid	x
Poaceae	*Echinochloa sp.*	barnyardgrass	graminoid	x
Poaceae	*Elymus virginicus*	Virginia wildrye	graminoid	
Poaceae	*Leersia hexandra*	clubhead cutgrass	graminoid	
Poaceae	*Leptochloa fusca subsp. fascicularis*	bearded sprangletop	graminoid	
Poaceae	*Lolium perenne*	English rye	graminoid	x
Poaceae	*Nassella leucotricha*	Texas wintergrass	graminoid	
Poaceae	*Panicum capillare*	witchgrass	graminoid	
Poaceae	*Panicum virgatum*	switchgrass	graminoid	
Poaceae	*Paspalum dilatatum*	dallisgrass	graminoid	x

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Poaceae	*Paspalum pubiflorum*	hairyseed paspalum	graminoid	
Poaceae	*Paspalum setaceum*	thin paspalum	graminoid	
Poaceae	*Paspalum urvillei*	Vaseygrass	graminoid	x
Poaceae	*Phyllostachys aurea*	yellow bamboo	graminoid	x
Poaceae	*Poa annua*	annual bluegrass	graminoid	x
Poaceae	*Poa arachnifera*	Texas bluegrass	graminoid	
Poaceae	*Schedonorus arundinacea*	tall fescue	graminoid	x
Poaceae	*Schizachyrium scoparium*	little bluestem	graminoid	
Poaceae	*Setaria leucopila*	plains bristlegrass	graminoid	
Poaceae	*Setaria scheelei*	southwestern bristlegrass	graminoid	
Poaceae	*Sorghum halepense*	Johnsongrass	graminoid	x
Poaceae	*Tridens albescens*	white tridens	graminoid	
Poaceae	*Tripsacum dactyloides*	eastern gamagrass	graminoid	
Polygonaceae	*Persicaria lapathifolia*	curlytop smartweed	forb	
Polygonaceae	*Persicaria punctata*	dotted smartweed	forb	
Polygonaceae	*Rumex crispus*	curly dock	forb	x
Polygonaceae	*Rumex pulcher*	fiddle dock	forb	x
Pontederiaceae	*Pontederia cordata*	pickerelweed	forb	
Portulacaceae	*Portulaca pilosa*	chisme	forb	
Primulaceae	*Anagallis arvensis*	scarlet pimpernel	forb	x
Pteridaceae	*Cheilanthes alabamensis*	Alabama lipfern	fern	
Punicaceae	*Punica granatum*	pomegranate	shrub	x
Ranunculaceae	*Clematis drummondii*	old man's beard	vine	
Ranunculaceae	*Clematis pitcheri*	purple leatherflower	vine	
Ranunculaceae	*Consolida ajacis*	Old World larkspur	forb	x
Ranunculaceae	*Delphinium carolinianum var. vimineum*	Carolina larkspur	forb	
Ranunculaceae	*Ranunculus macranthus*	bigflower buttercup	forb	
Ranunculaceae	*Ranunculus muricatus*	spinyfruit buttercup	forb	x
Rhamnaceae	*Frangula caroliniana*	Carolina buckthorn	tree	
Rhamnaceae	*Ziziphus zizyphus*	jujube	shrub	x
Rhamnaceae	*Zizyphus obtusifolia*	lotebush	shrub	
Rosaceae	*Eriobotrya japonica*	loquat	shrub	x
Rosaceae	*Photinia serratifolia*	Chinese photinia	shrub	x
Rosaceae	*Photinia X Fraseri*	redtip photinia	shrub	x
Rosaceae	*Prunus caroliniana*	laurel cherry	shrub/tree	
Rosaceae	*Prunus mexicana*	Mexican Plum	tree	
Rosaceae	*Pyrus calleryana*	Bradford pear	tree	x
Rosaceae	*Rubus trivialis*	dewberry	vine	
Rubiaceae	*Cephalanthus occidentalis*	buttonbush	shrub	
Rubiaceae	*Diodia virginiana*	Virginia buttonweed	forb	
Rubiaceae	*Galium tinctorium*	marsh bedstraw	forb	
Rubiaceae	*Stenaria nigricans*	prairie bluets	forb	
Rutaceae	*Poncirus trifoliata*	trifoliate orange	tree	x
Rutaceae	*Ptelea trifoliata*	hop tree	tree	
Salicaceae	*Populus deltoides*	eastern cottonwood	tree	
Salicaceae	*Salix nigra*	black willow	tree	
Sapindaceae	*Cardiospermum halicacabum*	balloonvine	vine	
Sapindaceae	*Koelreuteria elegans*	golden rain-tree	forb	x
Sapindaceae	*Sapindus saponaria L. var. drummondii*	western soapberry	tree	
Sapindaceae	*Ungnadia speciosa*	Mexican buckeye	shrub	

Family	*Botanical name*	Common Name	Growth Habit	Non-native
Sapotaceae	*Sideroxylon lanuginosum*	gum bumelia	tree	
Saururaceae	*Saururus cernuus*	lizardtail	forb	
Scrophulariaceae	*Agalinis heterophylla*	prairie gerardia	forb	
Scrophulariaceae	*Bacopa monnieri*	water hyssop	forb	
Scrophulariaceae	*Leucophyllum frutescens*	cenizo	shrub	
Scrophulariaceae	*Mazus pumilus*	Japanese mazus	forb	x
Scrophulariaceae	*Mecardonia procumbens*	creeping mecardonia	forb	
Scrophulariaceae	*Stemodia multifida*	cutleaf conobea	forb	
Scrophulariaceae	*Verbascum thapsus*	common mullein	forb	x
Scrophulariaceae	*Veronica arvensis*	field speedwell	forb	x
Simaroubaceae	*Ailanthus altissima*	tree of heaven	tree	x
Smilacaceae	*Smilax bona-nox*	greenbrier	vine	
Solanaceae	*Bouchetia erecta*	erect bouchetia	forb	
Solanaceae	*Capsicum annuum*	chile pequin	forb	
Solanaceae	*Datura sp.*	datura	forb	
Solanaceae	*Physalis cinerascens*	clammy groundcherry	forb	
Solanaceae	*Solanum dimidiatum*	western horse-nettle	forb	
Solanaceae	*Solanum elaeagnifolium*	silverleaf nightshade	forb	
Solanaceae	*Solanum triquetrum*	Texas nightshade	forb	
Sterculiaceae	*Firmiana simplex*	Chinese parasol tree	tree	x
Sterculiaceae	*Melochia pyramidata*	pyramid-flower	forb	
Taxodiaceae	*Taxodium distichum*	baldcypress	tree	
Thelypteridaceae	*Thelypteris ovata var. lindheimeri*	river fern	fern	
Tiliaceae	*Tilia americana var. caroliniana*	Carolina basswood	tree	
Typhaceae	*Typha domingensis*	southern cattail	forb	
Ulmaceae	*Celtis laevigata var. laevigata*	sugar hackberry	tree	
Ulmaceae	*Ulmus americana*	American elm	tree	
Ulmaceae	*Ulmus crassifolia*	cedar elm	tree	
Ulmaceae	*Ulmus parvifolia var.sempervirens*	Chinese lacebark elm	tree	x
Urticaceae	*Parietaria pensylvanica*	rock pellitory	forb	
Verbenaceae	*Callicarpa americana*	American beautyberry	shrub	
Verbenaceae	*Glandularia bipinnatifida (Verbena bipinnatifida)*	Dakota vervain	forb	
Verbenaceae	*Lantana horrida*	lantana	forb	
Verbenaceae	*Lantana montividensis*	purple lantana	shrub	x
Verbenaceae	*Phyla nodiflora*	frogfruit	forb	
Verbenaceae	*Phyla nodiflora (P. incisa)*	fogfruit, frogfruit	forb	
Verbenaceae	*Verbena brasiliensis*	Brazilian vervain	forb	x
Verbenaceae	*Verbena xutha*	Gulf vervain	forb	
Verbenaceae	*Vitex agnus-castus*	chaste tree	shrub	x
Violaceae	*Viola missouriensis*	Missouri violet	forb	
Viscaceae	*Phoradendron tomentosum*	hairy mistletoe	shrub	
Vitaceae	*Ampelopsis cordata*	grapeleaf ampelopsis	vine	
Vitaceae	*Cissus trifoliata*	cow-itch vine	vine	
Vitaceae	*Nekemias arborea*	peppervine	vine	
Vitaceae	*Parthenocissus quinquefolia*	Virginia creeper	vine	
Vitaceae	*Vitis mustangensis*	Mustang grape	vine	
Zygophyllaceae	*Kallstroemia parviflora*	smallflower carpetweed	forb	

Amphibians
List compiled from iNaturalist.org.

Scientific Name	Common Name	Quality Grade
Acris blanchardi	Blanchard's Cricket Frog	Confirmed
Eleutherodactylus marnockii	Cliff Chirping Frog	Confirmed
Hyla cinerea	Green Tree Frog	possible
Hyla versicolor	Gray Tree Frog	possible
Incilius nebulifer	Gulf Coast Toad	Confirmed
Lithobates catesbeianus	American Bullfrog	possible
Plethodon albagula	Western Slimy Salamander	possible
Lithobates berlandieri	Rio Grande Leopard Frog	Probable

Mammals
List compiled from iNaturalist.org.

Scientific Name	Common Name	Quality Grade
Canis latrans	Coyote	Possible
Castor canadensis	American Beaver	Possible
Dasypus novemcinctus	Nine-banded Armadillo	Possible
Didelphis virginiana	Virginia Opossum	Confirmed
Mephistes mephistes	Striped Skunk	Confirmed
Mus musculus	House Mouse	Probable
Odocoileus virginianus	White-tailed Deer	Confirmed
Peromyscus	Deer Mice	Possible
Procyon lotor	Common Raccoon	Confirmed
Sciurus niger	Fox Squirrel	Confirmed
Sigmodon hispidus	Hispid Cotton Rat	Possible
Sylvilagus floridanus	Eastern Cottontail	Probable
Tadarida brasiliensis	Mexican Free-tailed Bat	Confirmed
Urocyon cinereoargenteus	Common Gray Fox	Probable
Vulpes vulpes	Red Fox	Possible
Otospermophilus variegatus	Rock Squirrel	Confirmed

Fish
List compiled from iNaturalist.org.

Scientific Name	Common Name	Quality Grade
Campostoma anomalum	Central Stoneroller	Possible
Cichlasoma cyanoguttatum	Rio Grande Cichlid	Possible
Cyprinella venusta	Blacktail Shiner	Possible
Etheostoma spectabile	Orangethroat Darter	Possible
Gambusia affinis	Western Mosquitofish	Possible
Hybopsis amnis	Pallid Shiner	Possible
Lepomis auritus	Redbreast Sunfish	Possible
Lepomis miniatus	Redspotted Sunfish	Possible
Lythrurus fumeus	Ribbon Shiner	Possible

Scientific Name	Common Name	Quality Grade
Macrhybopsis aestivalis	Speckled Chub	Possible
Notemigonus crysoleucas	Golden Shiner	Possible
Opsopoeodus emiliae	Pugnose Minnow	Possible
Percina carbonaria	Texas Logperch	Possible
Percina sciera	Dusky Darter	Possible
Phenacobius mirabilis	Suckermouth Minnow	Possible
Pimephales vigilax	Bullhead Minnow	Possible
Pylodictis olivaris	Flathead Catfish	Possible

Reptiles

List compiled from iNaturalist.org.

Scientific Name	Common Name	Quality Grade
Agkistrodon piscivorus ssp. leucostoma	Western Cottonmouth	Possible
Anolis carolinensis	Green Anole	Confirmed
Apalone spinifera	Eastern Spiny Softshell	Confirmed
Aspidoscelis gularis	Common Spotted Whiptail	Possible
Chelydra serpentina	Snapping Turtle	Probable
Coluber flagellum testaceus	Western Coachwhip	Confirmed
Gerrhonotus infernalis	Texas Alligator Lizard	Possible
Haldea striatula	Rough Earthsnake	Confirmed
Hemidactylus turcicus	Mediterranean House Gecko	Confirmed
Kinosternon flavescens	Yellow Mud Turtle	Possible
Micrurus tener	Texas Coral Snake	Possible
Nerodia erythrogaster	Plain-bellied Water Snake	Confirmed
Nerodia erythrogaster flavigaster	Yellowbelly Water Snake	Possible
Nerodia erythrogaster transversa	Blotched Water Snake	Confirmed
Nerodia rhombifer	Diamondback Watersnake	Possible
Opheodrys aestivus	Rough Green Snake	Possible
Pantherophis obsoletus	Texas Rat Snake	Confirmed
Plestiodon fasciatus	Common Five-lined Skink	Possible
Pseudemys texana	Texas Cooter	Confirmed
Rena dulcis	Texas Blind Snake	Confirmed
Sceloporus olivaceus	Texas Spiny Lizard	Confirmed
Scincella lateralis	Little Brown Skink	Probable
Storeria dekayi texana	Texas Brown Snake	Possible
Tantilla gracilis	Flat-headed Snake	Possible
Terrapene carolina triunguis	Three-toed Box Turtle	Confirmed
Thamnophis cyrtopsis	Black-necked Gartersnake	Confirmed
Thamnophis marcianus	Checkered Garter Snake	Possible
Thamnophis proximus rubrilineatus	Redstripe Ribbon Snake	Confirmed
Trachemys scripta elegans	Red-eared Slider	Confirmed
Tropidoclonion lineatum	Lined Snake	Confirmed
Virginia striatula	Rough Earthsnake	Possible

Birds

List compiled from eBird.org and iNaturalist.org.

Scientific Name	Common Name	Quality Grade
Accipiter cooperii	Cooper's Hawk	Confirmed
Accipiter striatus	Sharp-shinned Hawk	Possible
Accipiter striatus/cooperii	Sharp-shinned/Cooper's Hawk	Possible
Actitis macularius	Spotted Sandpiper	Possible
Agelaius phoeniceus	Red-winged Blackbird	Confirmed
Aix sponsa	Wood Duck	Confirmed
Amazilia yucatanensis	Buff-bellied Hummingbird	Confirmed
Ammodramus savannarum	Grasshopper Sparrow	Confirmed
Anas acuta	Northern Pintail	Confirmed
Anas crecca	Green-winged Teal	Confirmed
Anas platyrhynchos (Domestic type)	Mallard (Domestic type)	Possible
Anthus rubescens	American Pipit	Possible
Aphelocoma woodhouseii	Woodhouse's Scrub-Jay	Possible
Archilochus alexandri	Black-chinned Hummingbird	Confirmed
Archilochus colubris	Ruby-throated Hummingbird	Confirmed
Archilochus colubris/alexandri	Ruby-throated/Black-chinned Hummingbird	Possible
Ardea alba	Great Egret	Confirmed
Ardea herodias	Great Blue Heron	Possible
Aythya affinis	Lesser Scaup	Confirmed
Aythya americana	Redhead	Confirmed
Aythya collaris	Ring-necked Duck	Confirmed
Aythya marila	Greater Scaup	Possible
Aythya marila/affinis	Greater/Lesser Scaup	Confirmed
Aythya valisineria	Canvasback	Confirmed
Baeolophus atricristatus	Black-crested Titmouse	Confirmed
Baeolophus bicolor x atricristatus	Tufted x Black-crested Titmouse (hybrid)	Confirmed
Bartramia longicauda	Upland Sandpiper	Confirmed
Bombycilla cedrorum	Cedar Waxwing	Confirmed
Bucephala albeola	Bufflehead	Confirmed
Bucephala clangula	Common Goldeneye	Possible
Buteo albonotatus	Zone-tailed Hawk	Possible
Buteo jamaicensis	Red-tailed Hawk	Confirmed
Buteo lineatus	Red-shouldered Hawk	Confirmed
Buteo platypterus	Broad-winged Hawk	Possible
Buteo swainsoni	Swainson's Hawk	Confirmed
Butorides virescens	Green Heron	Confirmed
Cairina moschata (Domestic type)	Muscovy Duck (Domestic type)	Possible
Caracara cheriway	Crested Caracara	Confirmed
Cardellina canadensis	Canada Warbler	Possible
Cardellina pusilla	Wilson's Warbler	Confirmed
Cardinalis cardinalis	Northern Cardinal	Confirmed
Cathartes aura	Turkey Vulture	Confirmed
Catharus guttatus	Hermit Thrush	Confirmed
Catharus ustulatus	Swainson's Thrush	Confirmed

Scientific Name	Common Name	Quality Grade
Catherpes mexicanus	Canyon Wren	Confirmed
Certhia americana	Brown Creeper	Possible
Chaetura pelagica	Chimney Swift	Confirmed
Charadrius vociferus	Killdeer	Confirmed
Chloroceryle americana	Green Kingfisher	Confirmed
Chondestes grammacus	Lark Sparrow	Confirmed
Chordeiles acutipennis	Lesser Nighthawk	Confirmed
Chordeiles minor	Common Nighthawk	Confirmed
Circus hudsonius	Northern Harrier	Possible
Cistothorus palustris	Marsh Wren	Possible
Cistothorus platensis	Sedge Wren	Possible
Coccyzus americanus	Yellow-billed Cuckoo	Confirmed
Coccyzus erythropthalmus	Black-billed Cuckoo	Possible
Colaptes auratus	Northern Flicker	Confirmed
Columba livia	Rock Dove	Confirmed
Columba livia domestica	Feral Pigeon	Confirmed
Columbina inca	Inca Dove	Confirmed
Columbina passerina	Common Ground-Dove	Possible
Contopus cooperi	Olive-sided Flycatcher	Possible
Contopus virens	Eastern Wood-Pewee	Possible
Coragyps atratus	Black Vulture	Confirmed
Corvus brachyrhynchos	American Crow	Confirmed
Corvus corax	Common Raven	Confirmed
Cyanocitta cristata	Blue Jay	Confirmed
Cygnus olor	Mute Swan	Confirmed
Dendrocygna autumnalis	Black-bellied Whistling-Duck	Possible
Dumetella carolinensis	Gray Catbird	Confirmed
Egretta caerulea	Little Blue Heron	Possible
Egretta thula	Snowy Egret	Confirmed
Empidonax alnorum	Alder Flycatcher	Possible
Empidonax alnorum/traillii	Alder/Willow Flycatcher (Traill's Flycatcher)	Possible
Empidonax flaviventris	Yellow-bellied Flycatcher	Possible
Empidonax minimus	Least Flycatcher	Possible
Empidonax sp.	Empidonax sp.	Confirmed
Empidonax traillii	Willow Flycatcher	Possible
Empidonax virescens	Acadian Flycatcher	Possible
Etophaga coronata	Yellow-rumped Warbler	Confirmed
Falco columbarius	Merlin	Possible
Falco peregrinus	Peregrine Falcon	Confirmed
Falco sparverius	American Kestrel	Possible
Flycatcher Myiarchus crinitus	Great Crested	Confirmed
Fulica americana	American Coot	Confirmed
Geococcyx californianus	Greater Roadrunner	Confirmed
Geothlypis philadelphia	Mourning Warbler	Confirmed
Geothlypis trichas	Common Yellowthroat	Possible
Haemorhous mexicanus	House Finch	Confirmed
Heron Egretta caerulea	Little Blue	Possible
Heron Ardea herodias	Great Blue	Confirmed
Hirundo rustica	Barn Swallow	Confirmed
Icteria virens	Yellow-breasted Chat	Possible
Icterus galbula	Baltimore Oriole	Possible

Scientific Name	Common Name	Quality Grade
Icterus spurius	Orchard Oriole	Confirmed
Ictinia mississippiensis	Mississippi Kite	Possible
Junco hyemalis	Dark-eyed Junco	Confirmed
Lanius ludovicianus	Loggerhead Shrike	Confirmed
Larus delawarensis	Ring-billed Gull	Possible
Leucophaeus pipixcan	Franklin's Gull	Possible
Mareca americana	American Wigeon	Confirmed
Mareca strepera	Gadwall	Confirmed
Megaceryle alcyon	Belted Kingfisher	Confirmed
Megascops asio	Eastern Screech-Owl	Confirmed
Melanerpes aurifrons	Golden-fronted Woodpecker	Possible
Melanerpes aurifrons/carolinus	Golden-fronted/Red-bellied Woodpecker	Possible
Melanerpes carolinus	Red-bellied Woodpecker	Confirmed
Melanerpes sp.	Melanerpes sp.	Possible
Melospiza georgiana	Swamp Sparrow	Possible
Melospiza lincolnii	Lincoln's Sparrow	Possible
Melospiza melodia	Song Sparrow	Confirmed
Mimus polyglottos	Northern Mockingbird	Confirmed
Mniotilta varia	Black-and-white Warbler	Confirmed
Molothrus aeneus	Bronzed Cowbird	Possible
Molothrus ater	Brown-headed Cowbird	Confirmed
Myiarchus cinerascens	Ash-throated Flycatcher	Possible
Myiarchus crinitus	Great Crested Flycatcher	Confirmed
Myiopsitta monachus	Monk Parakeet	Confirmed
Nyctanassa violacea	Yellow-crowned Night-Heron	Confirmed
Nycticorax nycticorax	Black-crowned Night-Heron	Possible
Oporornis agilis	Connecticut Warbler	Confirmed
Oreothlypis celata	Orange-crowned Warbler	Confirmed
Oreothlypis peregrina	Tennessee Warbler	Possible
Oreothlypis ruficapilla	Nashville Warbler	Possible
Owl Bubo virginianus	Great Horned	Confirmed
Oxyura jamaicensis	Ruddy Duck	Confirmed
Pandion haliaetus	Osprey	Possible
Parkesia motacilla	Louisiana Waterthrush	Possible
Parkesia noveboracensis	Northern Waterthrush	Possible
Passer domesticus	House Sparrow	Confirmed
Passerculus sandwichensis	Savannah Sparrow	Confirmed
Passerella iliaca	Fox Sparrow	Confirmed
Passerina caerulea	Blue Grosbeak	Possible
Passerina ciris	Painted Bunting	Possible
Passerina cyanea	Indigo Bunting	Possible
Pelecanus erythrorhynchos	American White Pelican	Possible
Pelecanus occidentalis	Brown Pelican	Possible
Petrochelidon fulva	Cave Swallow	Possible
Petrochelidon pyrrhonota	Cliff Swallow	Possible
Peucaea cassinii	Cassin's Sparrow	Possible
Phalacrocorax auritus	Double-crested Cormorant	Confirmed
Phalacrocorax brasilianus	Neotropic Cormorant	Confirmed
Pheucticus ludovicianus	Rose-breasted Grosbeak	Possible
Pheucticus melanocephalus	Black-headed Grosbeak	Possible
Picoides pubescens	Downy Woodpecker	Confirmed

Scientific Name	Common Name	Quality Grade
Picoides scalaris	Ladder-backed Woodpecker	Confirmed
Pipilo maculatus	Spotted Towhee	Confirmed
Piranga rubra	Summer Tanager	Possible
Pitangus sulphuratus	Great Kiskadee	Possible
platyrhynchos	Mallard Anas	Possible
Podilymbus podiceps	Pied-billed Grebe	Confirmed
Poecile carolinensis	Carolina Chickadee	Possible
Polioptila caerulea	Blue-gray Gnatcatcher	Possible
Pooecetes gramineus	Vesper Sparrow	Possible
Porzana carolina	Sora	Possible
Progne subis	Purple Martin	Confirmed
Pyrocephalus rubinus	Vermilion Flycatcher	Possible
Quiscalus mexicanus	Great-tailed Grackle	Confirmed
Quiscalus quiscula	Common Grackle	Confirmed
Regulus calendula	Ruby-crowned Kinglet	Possible
Regulus satrapa	Golden-crowned Kinglet	Confirmed
Sayornis phoebe	Eastern Phoebe	Confirmed
Sayornis saya	Say's Phoebe	Possible
Seiurus aurocapilla	Ovenbird	Possible
Selasphorus platycercus	Broad-tailed Hummingbird	Confirmed
Selasphorus rufus	Rufous Hummingbird	Confirmed
Selasphorus rufus/sasin	Rufous/Allen's Hummingbird	Confirmed
Setophaga americana	Northern Parula	Possible
Setophaga castanea	Bay-breasted Warbler	Possible
Setophaga cerulea	Cerulean Warbler	Possible
Setophaga chrysoparia	Golden-cheeked Warbler	Possible
Setophaga citrina	Hooded Warbler	Confirmed
Setophaga coronata	Yellow-rumped Warbler	Confirmed
Setophaga dominica	Yellow-throated Warbler	Confirmed
Setophaga fusca	Blackburnian Warbler	Possible
Setophaga magnolia	Magnolia Warbler	Possible
Setophaga palmarum	Palm Warbler	Possible
Setophaga pensylvanica	Chestnut-sided Warbler	Possible
Setophaga petechia	Yellow Warbler	Possible
Setophaga pinus	Pine Warbler	Possible
Setophaga ruticilla	American Redstart	Possible
Setophaga virens	Black-throated Green Warbler	Confirmed
Sialia sialis	Eastern Bluebird	Possible
sinuatus	Pyrrhuloxia Cardinalis	Possible
Spatula clypeata	Northern Shoveler	Confirmed
Spatula discors	Blue-winged Teal	Possible
Sphyrapicus varius	Yellow-bellied Sapsucker	Confirmed
Spinus pinus	Pine Siskin	Possible
Spinus psaltria	Lesser Goldfinch	Possible
Spinus tristis	American Goldfinch	Possible
Spiza americana	Dickcissel	Confirmed
Spizella pallida	Clay-colored Sparrow	Possible
Spizella passerina	Chipping Sparrow	Possible
Spizella pusilla	Field Sparrow	Possible
Stelgidopteryx serripennis	Northern Rough-winged Swallow	Possible
Streptopelia decaocto	Eurasian Collared-Dove	Possible

Scientific Name	Common Name	Quality Grade
Strix varia	Barred Owl	Possible
Sturnella magna	Eastern Meadowlark	Confirmed
Sturnella neglecta	Western Meadowlark	Confirmed
Sturnus vulgaris	European Starling	Confirmed
Tachybaptus dominicus	Least Grebe	Possible
Tachycineta bicolor	Tree Swallow	Confirmed
Thryomanes bewickii	Bewick's Wren	Confirmed
Thryothorus ludovicianus	Carolina Wren	Confirmed
Toxostoma rufum	Brown Thrasher	Possible
Tringa solitaria	Solitary Sandpiper	Possible
Trochilidae sp.	hummingbird sp.	Possible
Troglodytes aedon	House Wren	Possible
Troglodytes hiemalis	Winter Wren	Possible
Turdus migratorius	American Robin	Confirmed
Tyrannus couchii	Couch's Kingbird	Possible
Tyrannus forficatus	Scissor-tailed Flycatcher	Confirmed
Tyrannus tyrannus	Eastern Kingbird	Possible
Tyrannus verticalis	Western Kingbird	Possible
Vermivora chrysoptera	Golden-winged Warbler	Possible
Vireo atricapilla	Black-capped Vireo	Possible
Vireo bellii	Bell's Vireo	Possible
Vireo flavifrons	Yellow-throated Vireo	Possible
Vireo gilvus	Warbling Vireo	Possible
Vireo griseus	White-eyed Vireo	Possible
Vireo olivaceus	Red-eyed Vireo	Possible
Vireo philadelphicus	Philadelphia Vireo	Possible
Vireo solitarius	Blue-headed Vireo	Possible
Warbler Setophaga virens	Black-throated Green	Confirmed
Zenaida asiatica	White-winged Dove	Confirmed
Zenaida macroura	Mourning Dove	Confirmed
Zonotrichia albicollis	White-throated Sparrow	Confirmed
Zonotrichia leucophrys	White-crowned Sparrow	Confirmed
Zonotrichia querula	Harris's Sparrow	Possible

Citation

iNaturalist. 2017. An online database of Species distribution and abundance [web application]. California Academy of Sciences, San Francisco, California. Available from http://www.inaturalist.org. Accessed December 2017.

eBird. 2017. eBird: An online database of bird distribution and abundance [web application]. eBird, Ithaca, New York. Available: http://www.ebird.org. Accessed December 2017.

Table B: Recommended Plants for Shoal Creek Trail Vision to Action Plan

Plants listed here are recommended for planting and seeding as part of the Shoal Creek Trail Vision to Action Plan implementation. The plants are divided by potential habitat and type. This list is not comprehensive. It does however create a substantial baseline for healthy plant communities in the Corridor. The plants are chosen based on the following criteria:

- Native to the Central Texas area;
- Available through the local nursery trade or native plant society groups;
- Successfully used in restoration projects within Central Texas;
- Plant and seed material used in the site should be from the state. For plant material, it should be grown within a 100-mile buffer from the site.
- Adds diversity to the plant communities along Shoal Creek;
- Included in the Texas Parks and Wildlife Department's Wildscapes list of plants that are beneficial for wildlife; and
- Recommended for similar projects by arborists, ecologists, or land management professionals.

For plant materials and seeds that are not commercially available, there are numerous avenues for acquisition. Trained volunteers may wish to collect seeds from other sites. In order to facilitate this, Shoal Creek Conservancy should work with local government entities to develop a Memorandum of Understanding that grants volunteer's permission to collect seeds for specific use along the Corridor. Local Native Plant Society chapters and Treefolks are examples of non-profit organizations that can become partners in acquiring plant material for restoration projects.

*Plant species marked with an asterisk are considered especially good for wildlife and are contained in the Texas Parks and Wildlife Department's Texas Wildscapes plant list or have other known wildlife benefit.

Trees and Shrubs

Common name	*Scientific name*	Riparian	Savanna	Upland Woodland	Raingarden
agarito	*Mahonia trifoliolata**	x		x	x
American beautyberry	*Callicarpa americana**	x			x
American Elm	*Ulmus americana**	x			
Anaqua	*Ehretia anacua**	x			
anachacha orchid tree	*Bauhinia lunariodes*				
aromatic sumac	*Rhus aromatic**	x		x	
bald cypress	*Taxodium distichum**	x			x
black walnut	*Juglans nigra**	x			
black willow	*Salix nigra*				x
bois d'arc	*Maclura pomifera*	x			x
box elder	Acer negundo	x			
burr oak	*Quercus macrocarpa**	x		x	
buttonbush	*Cephalanthus occidentalis**	x			x
cedar	*Ashe juniper**	x	x	x	
cedar elm	*Ulmus crassifolia**	x	x	x	
chinquapin oak	*Quercus muhlenbergii**	x			
common elderberry	*Sambucus nigra* ssp. *canadensis**	x			
cottonwood	*Populus deltoides**	x			
coralberry	*Symphorocarpus orbicolatus**	x			x
desert willow	*Chilopsis linearis*			x	
elbowbush	*Styphnolobium affine*	x		x	
escarpment black cherry	*Prunus serotina*	x		x	
eve's necklace	*Styphnolobium affine*	x		x	
evergreen sumac	*Rhus virens**			x	
false indigo	*Amorpha fruticosa**	x			x
flameleaf sumac	*Rhus lanceolata**			x	
fragarent sumac	*Rhus borealis**			x	
green ash	*Fraxinus pennsylvanica*	x			x
gum bumelia	*Sideroxylon lanuginosum*	x			
Huisache	*Acacia famnisiana*			x	
lacey oak	Quercus glaucoides	x			
live oak	*Quercus fusiformis*	x	x	x	
mesquite	*Prosopis glandulosa*		x		
Mexican buckeye	Ungnadia speciosa	x	x		
Mexican plum	*Prunus mexicana**	x			

Monterrey oak	Quercus polymorpha				
pecan	*Carya illinoensis**	x		x	
possumhaw holly	*Ilex decidua**	x			
pigeonberry	*Rievina humilis**	x			x
Eastern redbud	*Cercis canadensis**	x			
red mulberry	*Morus rubrum**	x			
retama	*Parkinsonia aculeata*		x		
roughleaf dogwood	*Cornus drummondii*	x			x
sabal palm	Sabal minor*	x			x
scarlet buckeye	Aesculus pavia*	x		x	
shin oak	*Quercus sinuata var. breviloba**				
Spanish oak	*Quercus buckleyi**	x		x	
sugar hackberry	*Celtis laevigata*	x			
sycamore	*Platanus occidentalis**	x			x
Texas ash	*Fraxinus albicans*				
Texas mountain laurel	Sophora secundiflora	x		x	
Texas persimmon	Diospyros texana*	x	x		
Texas red oak	*Quercus texana**			x	
wafer ash	*Ptelea trifoliata*	x			x
western soapberry	*Sapindus drummondii*	x			
yaupon holly	*Ilex vomitoria**	x		x	x

Herbaceous Plants

Common name	***Scientific name***	**Riparian**	**Savanna**	**Upland Woodland**	**Raingarden**
American basketflower	*Centaurea americana*	x	x	x	
antelope horns	*Asclepias asperul**		x		
beardtounge	*Penstemon laxiflorus*		x		
black-eyed susan	*Rudbeckia hirta**		x	x	
blue curls	*Phacelia congesta*	x		x	x
blue mistflower	*Conoclimium coelestinum**	x		x	x
blue-eyed grass	*Sisyrinchium scabrum*		x		
butterfly weed	*Asclepias tuberosa**		x		
cardinalflower	*Lobelia cardinalis*	x			x
Carolina larkspur	*Delphinium carolinianum*		x		
cedar sage	*Salvia roemeriana**	x		x	

clasping coneflower	*Dracopis ampelexicaulis*		x		
cowpen daisy	*Verbesina encelioides**	x	x		
cutleaf evening primrose	*Oenothera laciniata*				
Engelmann's daisy	*Engelmannia peristenia**		x		x
fall aster	*Symphyotrichum obongifolium**	x	x	x	x
false dragonhead	*Physostegia virginiana**	x			x
four o'clock	*Mirabilis albida*	x			
frostweed, iceplant	*Verbesina virginica*	x		x	
frogfruit	*Phyla nodiflora*	x	x	x	x
gayfeather	*Liatris pycnostachya*		x		
giant spiderwort	*Tradescantia gigantea*	x		x	x
golden groundsel	*Packera obvata*	x			x
goldeneye daisy	*Viguiera dentata**	x	x		
green milkweed	*Asclepias viridis**		x		
hairy zexmenia	*Wedelia hispida*		x	x	x
heath aster	*Symphyotrichum ericoides**		x		
horsemint	*Monarda citriodora*		x	x	
huisache daisy	*Amblyolepis setigera**		x		
Indian blanket	*Gaillardia pulchello*		x		
Indian paintbrush	*Castilleja indivisa*		x		
Illinois bundle flower	*Desmanthus illinoensis*		x		
lanceleaf coreopsis	*Coreopsis lanceolata*		x		
late boneset	*Eupatorium serotinum*	x			x
limestone gaura	*Gaura calcicola*		x	x	
Lindheimer's senna	*Senna lindheimeri*		x	x	
Maxilillian sunflower	*Helianthus maximiliani*		x		
mealy sage	*Salvia farinacea*	x	x		x
Missouri primrose	*Oenothera missouriensis*		x		
narrowleaf sunflower	*Helianthus angustifolius*		x		
netted milkvine	*Matelea reticulata*	x		x	
old-man's-beard	*Clematis drummondii*	x		x	x
partridge pea	*Chamaecrista fasciculata*		x		
pink evening primrose	*Oenothera speciosa*		x		
plains coreopsis	*Coreopsis tinctoria var. tinctoria*		x		x
poverty dropseed	*Sporobolus vaginiflorus*		x		
prairie agalinis	*Agalinis heterophylia*		x		
prairie fleabane	*Erigeron modestus*		x		
prairie gaillardia	*Gaillardia aestivalis*		x		
prairie nymph	*Herbertia lahue*		x		
prairie parsley	*Polytaenia nuttallii*		x		
prairie verbena	*Glandularia bipinnatifida var. bipinnatifida*		x	x	
purple coneflower	*Echinacea purpurea*		x	x	

purple leatherflower	*Clematis pitcheri*	x			x
river fern	*Theypteris ovata*	x			x
rock rose	*Pavonia lasiopetala**	x	x	x	x
scarlet clematis	*Clematis texensis*	x		x	
scrambled eggs	*Corydalis curvisiliqua*		x		
shrubby boneset	*Ageratina havanensis**	x		x	x
slender greenthread	*Thelesperma filifolium**		x		
slenderleaf four-nerve daisy	*Tetraneuris linearifolia*		x		
slenderlobe passionflower	*Passiflora tenuiloba*	x			
snapdragon vine	*Maurandya antirrhiniflora*	x			
standing cypress	*Ipomopsis rubra**	x	x		
straggler daisy	*Calyptocarpus vialis*	x	x		x
swamp milkweed	*Asclepias incarnata**	x			x
tall dropseed	*Sporobolus compositus var. compositus*		x		
Texas bluebonnet	*Lupinus texensis*		x	x	
Texas green-eyes	*Berlandiera betonicifolia**		x		
Texas skeletonplant	*Berlandiera betonicifolia**		x	x	
Texas vervain	*Verbena halei*	x	x	x	
Texas yellow star	*Lindheimera texana*		x		
turk's cap	*Malvaviscus drummondii**	x	x	x	x
Virginia creeper	*Parthenocissus quinquefolia*	x	x	x	x
water primrose	*Ludwigia peploides*	x			
water willow	*Justicia Americana*	x			x
white avens	*Geum canadense*	x			x
winecup	*Callirhoe involucrata**		x		
yellow passionflower	*Passiflora lutea*	x			

Grass and Grass-like Plants

Common name	***Scientific name***	**Riparian**	**Savanna**	**Upland Woodland**	**Raingarden**
big bluestem	*Andropogon gerardii*		x	x	
blue gramma	*Bouteloua gracilis*		x		
buffalograss	*Bouteloua dactyloides*		x		
bushy bluestem	*Andropogon glomeratus*	x			x
Canada wildrye	*Elymus canadensis**	x		x	x
Carolina joint-tail	*Coelorachis cylindrica*		x		

Cherokee sedge	*Carex cherokeensis*	x			x
curly mesquite	*Hilaria belangeri*		x		
Eastern gamagrass	*Tripsacum dactyloides*	x			x
emory sedge	*Carex emoryi*	x			x
feather windmillgrass	*Chloris virgata*		x		
green sprangletop	*Leptochloa dubia*		x		
Hall's panicum	*Panicum hallii*		x		
indiangrass	*Sorghastrum nutans**		x		
inland sea oats	*Chasmanthium latifolium*	x		x	x
little bluestem	*Schizachyrium scoparium**	x	x	x	
lovegrass	*Eragrostis intermedia*		x		
Lindheimer's muhly	*Muhlenbergia lindheimeri**	x	x	x	x
meadow dropseed	*Sporobolus compositus*		x		
purple threeawn	*Aristida purpurea*		x	x	
purpletop	*Tridens flavus*		x		
red yucca	*Hesperaloe parviflora*	x	x	x	x
sideoats grama	*Bouteloua curtipendula*		x	x	
silver bluestem	*Bothriochloa laguroides*		x	x	
spikesedge	*Eleocharis sp.*	x			
switchgrass	*Panicum virgatum*	x			x
Texas bluegrass	*Poa arachnifera*		x		
Texas cupgrass	*Eriochloa sericea*		x		
Texas sedge	*Carex texensis*	x	x		x
Texas wintergrass, speargrass	*Nassella leucotricha*		x	x	
twistleaf yucca	*Yucca rupicola**		x	x	
Virginia wildrye	*Elymus virginicus*	x		x	x
wild barley	*Hordeum pusillum*		x		
windmillgrass	*Chloris verticillata*		x	x	

D. PHASING AND FUNDING

D.1 Detailed Phasing and Funding Strategy by Sub-Segment

Shoal Creek Trail: Vision to Action Plan

APPENDIX D.1

DRAFT - Revised June 20, 2018 by MAS

Notes: The cost estimates below are a "rough, order of magnitude" (ROM) and represent a medium range cost for each of the projects identified below.

PLAN SUB-SEGMENT	SUB-SEGMENT NAME/ DESCRIPTION	EXISTING CONDITIONS	PROPOSED PROJECT	PROJECT REFERENCES	APPROX LF/SF OF IMPROVE-MENTS	$ PER LF/SF	"ROM" COST ESTIMATE	COMMITTED FUNDING	POTENTIAL PARTNERS or FUNDING SOURCES	POTENTIAL NON-COA PARTNERS	PRO-POSED PHASE
A-1 thru C-14	**Entire Corridor: Lady Bird Lake to Northern Walnut Creek Trail**	There has never been a historic (and ecological) resources inventory of the Shoal Creek Corridor, nor has there been created an interpretative framework, nor a way-finding plan. Directional and wayfinding along the existing trail is either absent or outdated.	Develop an Interpretative and Way-finding Master Plan for the entire Urban Trail Pathway System (Budget $100,000 for actual fabrication and installation of signs.)	N/A	~13 miles		$350,000		Parks-Related Grants for the Way-finding Plan; Funding from COA Economic Development, Cultural Resources Division for the Historic Resources Inventory and Interpretative Framework and Way-finding Plan; COA ATD funding for actual fabrication of signs.	Shoal Creek Conservancy, Austin Parks Foundation, Pease Park Conservancy, Downtown Austin Alliance and other nonprofit and private sector entities	**1**

PLAN SUB-SEGMENT	SUB-SEGMENT NAME/ DESCRIPTION	EXISTING CONDITIONS	PROPOSED PROJECT	PROJECT REFERENCES	APPROX LF/SF OF IMPROVE-MENTS	$ PER LF/SF	"ROM" COST ESTIMATE	COMMITTED FUNDING	POTENTIAL PARTNERS or FUNDING SOURCES	POTENTIAL NON-COA PARTNERS	PRO-POSED PHASE
A-1 "Lower Shoal Creek"	Lady Bird Lake to W 5th St	The main trail is at street level near the existing, 3rd St Pedestrian Bridge and the Railroad Trestle Bridge; 72" water line crosses Shoal Creek under the 3rd Street pedestrian bridge.		See Sparks Engineering, Inc. and Limbacher & Godfrey Architects' report, "3rd Street Trestle Conceptual Master Plan Report" (2018), developed for SCC and APF.				$ 300,000	Constructive Ventures (developer of The Independent) has dedicated this funding, held by Shoal Creek Conservancy, for pedestrian improvements in lower Shoal Creek ($250k). Funds from Spring Condos held by Austin Parks Foundation ($50k)	Shoal Creek Conservancy, Austin Parks Foundation, Downtown Austin Alliance and other nonprofit and private sector entities	1
									COA PW is currently implementing the at-grade crossing of West Ave and an undercrossing trail.	Shoal Creek Conservancy and other nonprofit and private sector entities	1
							$3,400,000		Expanded Seaholm TIF; Future GO Bond funding for portion of Plaza to be used as a bicycle through-way.	Shoal Creek Conservancy and other nonprofit and private sector entities	1
		Today, there is no trail passing under the existing pedestrian bridge that straddles the 72"-diameter, water utility pipe and the immediately adjacent, historic Railroad Trestle Bridge. The creekside trail both north and south of these bridges surface to street level into the 3rd St ROW, west of the Trestle Bridge, via a pair of switchback ramps that consume much of the space intended for a new public open space.	Deconstruct the switchback ramps in the 3rd St ROW between the creek and West Ave, and construct a new underpassing trail - from north of 2nd St to northwest corner of Block 24, the Independent Condos block.	See "Cypress and Shoal Focus Area Plan" in Section 4 of this report; and see West 3rd Street Cross-Section in Section 3.3 of this report.			$1,800,000		Expanded Seaholm TIF; Future GO Bond funding; PARD Parkland Dedication funding	Shoal Creek Conservancy and other nonprofit and private sector entities	1
			Stabilize the creek banks and restore this section of the riparian corridor. Consider informal pedestrian access points to the creek.	See exemplary trail and streambank improvements adjacent to the Central Library.			$750,000		Expanded Seaholm TIF; Drainage Utility Fund (DUF) funding for streambank stabilization and creek restoration, COA Watershed Protection restoration funds	Shoal Creek Conservancy and other nonprofit and private sector entities	1
		A narrow, hardly-visible stair connects the creekside trail to the south sidewalk of W 5th St.	Construct better access to street level at 5th Street, and provide interpretation of the 5th Street historic bridge, possibly at a small, street level landing plaza that could also provide weather protection, seating, wayfinding and lighting at this important Capital Metro bus stop and Shoal Creek Trail connection.	See COA's Downtown Wayfinding Master Plan/Gateways section.			$650,000		Capital Metro; Downtown Great Streets Development Fund	Shoal Creek Conservancy and other nonprofit and private sector entities	2

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A-2 thru A-3 "Duncan Park" and "House Park"	**W 5th St to W 15th St**	The historic W 6th St Bridge is i poor condition and both the creek and the street level. Key opportunity for placemaking.	Implement the "1887 West Sixth Street Bridge Restoration Plan" including street and creek level placemaking improvements such as lighting, landscaping. Including a new formalized trail connection. (Note: estimate does not include floodplain modelling or easment purchase for new trail connection)	See "1887 West Sixth Street Bridge Restoration Study" by Sparks for SCC (2016)			$1,800,000	$121,525 (expended for planning, design, partial construction docs)	GO Bonds; historic preservation grants	Shoal Creek Conservancy and other nonprofit and private sector entities	**2**
		With new, high-density growth in this area, a bicycle/pedestrian bridge just north of Cirrus Logic's West 6th Street Headquarters could make accessing work and homes safer and more enjoyable.	Design and construct a new pedestrian bridge extending from west where West 7th Street stops, across Shoal Creek to connect to the existing trail system, utilizing this open space available on the north end of Cirrus Logic's property.	See typical PARD, weathering steel truss bridge specification (estimated at $125/PSF), and approaches, adjacent streambank stabilization.			$750,000			Major employers/property owners in this vicinity, Shoal Creek Conservancy and other nonprofit and private sector entities	**3**

PLAN SUB-SEGMENT	SUB-SEGMENT NAME/ DESCRIPTION	EXISTING CONDITIONS	PROPOSED PROJECT	PROJECT REFERENCES	APPROX LF/SF OF IMPROVE-MENTS	$ PER LF/SF	"ROM" COST ESTIMATE	COMMITTED FUNDING	POTENTIAL PARTNERS or FUNDING SOURCES	POTENTIAL NON-COA PARTNERS	PRO-POSED PHASE
A-2 thru A-3 "Duncan Park" and "House Park"	**W 5th St to W 15th St continued**	Most of the existing, main trail is too narrow, not ADA-compliant, in poor repair or missing altogther - as in the case of the segment north of W 6th St. invasive species along shorelines; constrained by creekshore widths and privately owned properties; low-water crossings vulnerable to flooding; unsafe road crossings; etc.	Design and construct the 5th to 15th PER Phase One improvements for the segment between West 5th Street and the West 6th Street trail connection. Increase trail width where appropriate. (The cost estimate for this work [$1,854,200* + 20% = $2,225,040], and was extracted from the 5th to 15th PER cost estimate, therefore the overall PER Phase 1 estimate has been reduced by this amount in order for main trail improvements to be implemented during Phase 1 of the Shoal Creek Vision to Action Plan.)				$2,225,040		Future GO Bond funding. Leaverage Duncan Park improvements (PARD) funding, PARD Parkland Dedication funding	Shoal Creek Conservancy and other nonprofit and private sector entities	**1**
			Design, engineer and construct the Phase 1 improvements per the 5th to 15th PER, in order to create a main trail to meet both ADA and urban trail standards. Increase trail width where appropriate. (Note: The PH 1 hard cost was estimated at *$11,428,011 in the 5th to 15th PER, which, less the above-mentioned $1,854,200 and with the 20% added soft costs = $13,713,613.)	See COA's 5th to 15th PER, Phase 1* Cost Estimate.			$13,713,613		Future GO Bond funding. Leverage Duncan Park improvements (PARD)	Shoal Creek Conservancy and other nonprofit and private sector entities	**3**
			Design, engineer and construct the Phase 2 improvements per the 5th to 15th PER. Increase trail width where appropriate. (Note: The PH 2 hard cost was estimated at $11,834,209 in the 5th to 15th PER, which with the 20% added soft cost = $14,201,051.)	See 5th to 15th PER* Cost Estimate.			$14,201,051		Future GO Bond funding. Leverage Duncan Park improvements (PARD) funding, PARD Parkland Dedication funding	Shoal Creek Conservancy and other nonprofit and private sector entities	**4**

PLAN SUB-SEGMENT	SUB-SEGMENT NAME/ DESCRIPTION	EXISTING CONDITIONS	PROPOSED PROJECT	PROJECT REFERENCES	APPROX LF/SF OF IMPROVE-MENTS	$ PER LF/SF	"ROM" COST ESTIMATE	COMMITTED FUNDING	POTENTIAL PARTNERS or FUNDING SOURCES	POTENTIAL NON-COA PARTNERS	PRO-POSED PHASE
A-4 thru A-5 "Pease Park" and "Split Rock Canyon"	**W 15th St to W 31st St**	The pedestrian crossing of North Lamar Blvd at MLK, Jr Blvd is difficult and dangerous-feeling, and is worsened because there is not a clear entry or pathway connection into Pease Park.	Improve the Lamar Blvd. crossing at MLK Jr. Blvd. and construct a bridge over Shoal Creek to connect to Pease Park.	See Pease Park Master Plan for design and cost estimates.			$950,000		Future GO Bond funding	Major property owners in this vicinity, Pease Park Conservancy, Shoal Creek Conservancy and other nonprofit and private sector entities	**4**
		The main trail segment passing through the rugged, Splitrock Canyon segment is unsafe for shared bicycle and pedestrian use, so an alternative SUP should be created along N Lamar, so bicyclists may be routed along this safer, straighter and more level pathway.	Widen the main trail where possible to the 12'-wide minimum Urban Trail standard, per the Pease Park Master Plan. (Estimated cost is only for widening and repaving the Shoal Creek main trail, including constructing required guardrails and retaining walls.)	See Pease Park Master Plan for design and cost estimates.			$2,225,040		GO Bonds	Pease Park Conservancy, Shoal Creek Conservancy and other nonprofit and private sector entities	**2**
		A ~50'-60' roadway exists within the ~80' and greater N Lamar Blvd ROW leaving ~15' behind curbs; existing trees and overhead lines on west side of ROW; some steep slopes on west side; only ~6'-7' sidewalks on each side.	Create a 10' shared-use path/urban trail and an 8' landscape zone / rain garden from the pedestrian bridge landing of 15th St. to W 31st St. Install street trees within new rain gardens at ~25' intervals, except where existing trees conflict. Alternate between rain gardens and utility poles/lighting, leaving 12'+ between the poles and the rain gardens. (See Pease Park Master Plan, where a long term build out of "Lamar Parkway" project is described at the cost of $6,831,200.)	See Section 3.3: Proposed Cross-Sections, North Lamar Blvd.	8,901	$475	$4,227,975		Future GO Bond funding	Pease Park Conservancy, Shoal Creek Conservancy and other nonprofit and private sector entities	**2**

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A-6 "Seiders' Springs"	**W 31st St (on-street) to where main Trail resumes as W31st turns north to become Shoal Creek Blvd**	W 31st St is a 25' to 30' roadway within a 48' ROW. There is no sidewalk on its south side and only an unprotected bicycle lane , shared-use path on the south side. Overhead utility lines mounted on lighting poles on the south side create obstructions to this path, which an important access to St. Andrew's School, as well as to the next segment of the Shoal Creek Greenway Trail.	Make ROW safe for school children (St. Andrew's). Consolidate driveways on south edge, as possible. Narrow roadway to 20', and stripe roadway for sharrows. Construct a new SUP on the south side of West 31st St. Install flexible delineators between the roadway and the SUP, where not in conflict with existing driveways. (In long-term, acquire access easements along Creek to allow for a continuous shoreline trail between 24th St and Shoal Creek Blvd.)	See Section 3.3: Proposed Cross-Sections, West 31st St.	977	$75	$73,275		COA Safe Routes to School funding	Shoal Creek Conservancy, St. Andrews, and other nonprofit and private sector entities	**3**

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A-6 "Seiders' Springs" continued	**Shoal Creek Blvd Trailhead to W 38th St**	The Gazebo is a 1970s era, PARD-owned wooden recreational shelter, located at the foot of the "Rock-Hop Bridge" on the east side of the Creek. It is nicely-sited, but underutilized and in poor repair.	Restore the existing, wood Gazebo for small, revenue-generating events, such as birthday parties, outdoor classrooms, cook-outs, club meetings, etc.				$350,000		COA PARD CIP funding; PARD Parkland Dedication funding	Shoal Creek Conservancy, St. Andrews, and other nonprofit and private sector entities	**3**
		An existing series of boulders set in the Creek create a low-water crossing south of 34th St, referred to as the "Rock-Hop Bridge", and is only passable by the more athletic pedestrians. A narrow SUP on the east side of Creek becomes unpaved south of the Rock-Hop Bridge. Traveling north of the Rock Hop Bridge, the SUP crosses under the W 38th St bridge and continues to a second, low-water crossing at roughly the mid-point between the W 34th and 38th St vehicular bridges. Then the main trail continues as a narrow SUP on the west side of the Creek until it splits to surface on the south side of W 38th St or underpasses the W 38th St bridge northward to surface and exit to street-level to join the existing, on-street bicycle route on Shoal Cre ek Blvd. The two pedestrian crossings of W 34th street are not signalized and not very visible to vehicular drivers, due to both horizontal and vertical curves.	Widen the path from the 31st St trailhead to trailhead on Shoal Creek Blvd to ~10 to 12 feet, and plan for a rain garden or other infiltration area to capture runoff. Add to width of riparian buffer or "Grow Zone" areas.	See Appendix D.1: Proposed Cross-Sections, Seiders' Springs	2,878	$73	$210,094		COA PARD CIP funding	Shoal Creek Conservancy, St. Andrews, and other nonprofit and private sector entities	**2**
			Construct two (14'-wide X 100' span), bridges to replace the two existing, substandard crossings.	See typical PARD, weathering steel truss bridge specification (estimated at $125/PSF) with new trail approaches and streambank stabilization, as needed.			$1,500,000		COA PARD CIP funding	Shoal Creek Conservancy, St. Andrews, and other nonprofit and private sector entities	**2**
			Construct highly-visible ped crossings of 34th St, including a Pedestrian Hybrid Beacon; and create a flatter and more visible Trail landing and pedestrian crossing of 38th St that includes a pedestrian refuge at the Shoal Creek Blvd intersection with 38th St.	See "Seiders' Spring Focus Area Plan" in Section 4 of this report.			$300,000		Safe Routes to School Funds	Shoal Creek Conservancy, St. Andrews, Byrkerwoods Elementary, and other nonprofit and private sector entities	**1**

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B-7 "The Grove"	Shoal Creek Boulevard from W 38th St to W 45th St	The Grove PUD	The Grove Park and Trails					$ 340,000	Milestone Community Builder, the Grove developer, has estimated $4,365,000 for almost 20 acres of parks, open spaces and trails.	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	1
			The Grove Pedestrian Bridge	See typical PARD, weathering steel truss bridge specification (estimated at $125/PSF).				$ 750,000	Milestone Community Builders has committed $750,000 toward the construction of a new pedestrian bridge crossing of Shoal Creek to link The Grove to Shoal Creek Blvd, just south of W 45th St.	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	3
			Install a four-way traffic signal at the intersection of Shoal Creek Blvd and W 45th St.	ATD must perform a traffic warrant study to specify the appropriate levels of traffic controls.			$175,000		The Grove developer; ATD CIP funding	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	1
		The existing 40' roadway (typical) has two travel lanes and two parking lanes within a 60' ROW. Existing trees and overhead utility lines exist within west side of ROW. Some steep slopes exist on both sides, and bike path is typically shared with parking lane, making for hazardous conditions for both bikes and vehicles.	Retain existing curbs throughout this segment, and preserve existing trees. Widen existing sidewalk to 8' wherever possible. Create 2-way protected bike lane 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 protected bike lane and sidewalk, where existing roadway space allows.	See Section 3.3: Shoal Creek Blvd: 38th St to 45th St.	3,761	$69	$259,509		COA 2016 Mobility Bond funding for 2-way protected bike lane only	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	1

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B-8 "Rosedale & Allandale Neighborhoods"	**W 45th St to FM 2222**	The existing 40' roadway (typical) has two travel lanes and two parking lanes within a 60' ROW. Existing trees and overhead utility lines exist within west side of ROW. Some steep slopes exist on both sides, and bike path is typically shared with parking lane, making for hazardous conditions for both bikes and vehicles.	Retain existing curbs throughout this segment, and preserve existing trees. Widen existing sidewalk to 8' wherever possible. Create 2-way protected bike lane 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 protected bike lane and sidewalk, where existing roadway space allows.	See Section 3.3: Proposed Cross-Sections, Shoal Creek Blvd: 45th St to 2222/Allandale Rd.	6,891	$69	$475,479		COA 2016 Mobility Bond funding for 2-way protected bike lane only	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	**1**

PLAN SUB-SEGMENT	SUB-SEGMENT NAME/ DESCRIPTION	EXISTING CONDITIONS	PROPOSED PROJECT	PROJECT REFERENCES	APPROX LF/SF OF IMPROVE-MENTS	$ PER LF/SF	"ROM" COST ESTIMATE	COMMITTED FUNDING	POTENTIAL PARTNERS or FUNDING SOURCES	POTENTIAL NON-COA PARTNERS	PRO-POSED PHASE
B-9 "Northwest District Park	**FM 222/ Allandale Rd to Foster Ln**	The existing, main Trail is on the east side of Shoal Creek, within a narrow stretch of parkland parallel to Shoal Creek Blvd, requiring Trail users to cross its busy and wide intersection with Allandale Rd. This intersection is dense with bicycle traffic.	Extend a new section of the main trail under the Allandale bridge on the east side of the Creek, on the west side of Shoal Creek Blvd. (Cost estimated at $2 million.)				$1,500,000		Future GO Bond funding	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	**3**
			Retain existing curbs throughout this segment, and preserve existing trees. Widen existing sidewalk to 8' wherever possible. Create 2-way protected bike lane 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 protected bike lane and sidewalk, where existing roadway space allows.	See Section 3.3: Proposed Cross-Sections, Shoal Creek Blvd: 2222/Allandale Rd. to Foster Lane	9,995	$69	$689,655		COA 2016 Mobility Bond funding for 2-way protected bike lane only	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	**1**

PLAN SUB-SEGMENT	SUB-SEGMENT NAME/ DESCRIPTION	EXISTING CONDITIONS	PROPOSED PROJECT	PROJECT REFERENCES	APPROX LF/SF OF IMPROVE-MENTS	$ PER LF/SF	"ROM" COST ESTIMATE	COMMITTED FUNDING	POTENTIAL PARTNERS or FUNDING SOURCES	POTENTIAL NON-COA PARTNERS	PRO-POSED PHASE
B-10 "North Shoal Creek Neighborhood"	**Shoal Creek Blvd from Foster Ln to Steck Ave**	This segment of Shoal Creek Blvd is a low-volume street, wit an ~60', 5-lane roadway within an ~80' ROW, with unprotected, narrow curbside bike lanes and no on-street parking. (Utility lines are already underground.)	Narrow the roadway to 3 lanes, and stripe a two-way protected bike lane on the west side of the road.	See Section 3.3: Proposed Cross-Sections, Shoal Creek Blvd: Foster Ln to Steck Ave.	2,990	$69	$206,284		Future GO Bond funding	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	**2**
			Construct a SUP on the west side of the road with a 8' rain garden.	See Section 3.3: Proposed Cross-Sections, Shoal Creek Blvd: Foster Ln to Steck Ave.	2,990	$514	$1,536,666		Future GO Bond funding	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	**3**
	Shoal Creek Blvd from Steck Ave to US 183	This segment of Shoal Creek Blvd is a low-volume street, wit an ~50', 3-lane roadway within an ~80'-90' ROW, with buffered bike lanes and no sidewalks or on-street parking. (Utility lines are already underground.)	Stripe a two-way protected bike lane on the west side of the road.	See Section 3.3: Proposed Cross-Sections, Shoal Creek Blvd: Steck Ave to US 183.	4,299	$69	$296,598		Future GO Bond funding	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	**2**
			Construct shared-use path on west side with a 8' rain garden.	See Section 3.3: Proposed Cross-Sections, Shoal Creek Blvd: Steck Ave to US 183.	4,299	$514	$2,209,443		Future GO Bond funding	Shoal Creek Conservancy, neighborhood associations other nonprofit and private sector entities	**3**

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C-11 "Lake Fail"	**US 183 turnaround road to Neils Thompson Dr**	Shoal Creek Blvd abruptly terminates at the US 183 turnaround road. Today, bicyclists and pedestrians head west (against traffic) on the US 183 turnaround road to pass under US 183, which is a low-traffic roadway.	CTRMA's MoPac Improvement Project is constructing a 14'-wide SUP from the north end of Shoal Creek Blvd to pass under the US 183 overpass and connect to Neils Thompson Dr. Provide an allowance of $150,000 for enhancements.	See CTRMA's MoPac Improvement Project Plans and the "US 183 Focus Are" in Section 4 of this report.			$150,000	$ 1,465,713	CTRMA is funding only the SUP, but not other desired enhancements, such as lighting, landscaping, way-finding signage, public art, etc; Future GO Bond funding; AIPP funding	Shoal Creek Conservancy, academic institutions other nonprofit and private sector entities	**1**
C-12 "Pickle Research Campus"	**Neils Thompson Dr to Longhorn Blvd to Burnet Rd**	Both Neils Thompson Dr and Longhorn Blvd have 80' ROWs with 45' roadways, and no sidewalks, bike lanes or striped, curbside parking - although some parking occurs along both streets. Mature trees provide shade along both streets, which primarily serve light industrial uses.	Construct 6' sidewalk at west edge of ROW. Meander sidewalk to preserve existing trees. Stripe 2-way protected bike lane on west side of Neils Thompson Dr and north side of Longhorn Blvd, with raised buffer. (Opportunity to construct 8'-wide rain garden between protected bike lane and vehicle lane, if and where on-street parking not desired.) Consider striping both streets for sharrows as a near term improvement.	See Section 3.3: Proposed Cross-Sections, Longhorn Blvd and Neils Thompson Dr.	3,907	$69	$269,583		Future GO Bond funding	Shoal Creek Conservancy, academic institutions other nonprofit and private sector entities	**4**
	Burnet Rd to Braker Ln	The Burnet Rd ROW varies from 106' to 125', with no sidewalks, parking or bike lanes.	For the near-term, COA will build off-street, SUPs along Burnet Rd, from Allandale Rd/FM 2222 to the Northern Walnut Creek Greenway Trail. The ultimate build-out for Burnet Rd calls for an 8' sidewalk, 8' landscape zone and a 1-way protected bike lane on each side of the street.	See City of Austin's Proposed Corridor Construction Program plans.	4,261	$73		$ 311,053	COA 2016 Mobility Bond funding for 2-way protected bike lane only for near-term; Future GO Bond funding for full build-out	Shoal Creek Conservancy, academic institutions other nonprofit and private sector entities	**1**

PLAN SUB-SEGMENT	SUB-SEGMENT NAME/ DESCRIPTION	EXISTING CONDITIONS	PROPOSED PROJECT	PROJECT REFERENCES	APPROX LF/SF OF IMPROVE-MENTS	$ PER LF/SF	"ROM" COST ESTIMATE	COMMITTED FUNDING	POTENTIAL PARTNERS or FUNDING SOURCES	POTENTIAL NON-COA PARTNERS	PRO-POSED PHASE
C-13 "Braker Lane"	**Braker Ln to Red Line Trail**	Braker Ln has a ~120' ROW with 6 vehicle lanes and median with turn-lane, and striped - but unprotected - bicycle lanes.	Create new, off-street SUP along the entire southern edge of the Braker Ln ROW, between MoPac and Kramer Lane.	See Section 3.3: Braker Ln	4,700	$150	$705,000		Future GO Bond funding	Shoal Creek Conservancy, and other nonprofit and private sector entities	**4**
			Create a signalized pedestrian crossing with median island refuge area on Braker Lane at the new Red Line Trail, estimated at $350,000, is assumed to be conclued in the overall COA Red Line Trail Project funding.	Ensure that this project is included in the Red Line Trail Project budget.					COA's Red Line Trail Project funding	Shoal Creek Conservancy, and other nonprofit and private sector entities	**1**
C-14 "The Red Line Trail"	**The Red Line Trail to Northern Walnut Creek Greenway**	ROW varies; currently used for the Capital Metro Red Line commuter, passenger rail	The COA will construct a new SUP/Urban Trail parallel to the existing railroad tracks, within CMTA's Red Line ROW, starting at Braker Lane to Northern Walnut Creek Greenway trail. Ensure that the detailed design includes wayfinding and interpretation, trail lighting, native landscaping and other trail user amenities in its budget of $5	See COA Public Works' Red Line Trail project, based on CMTA's Rails with Trails Project for the "Red Line Trail".				$5,000,000	COA's Red Line Trail Project funding	Shoal Creek Conservancy, and other nonprofit and private sector entities	**1**

ABBREVIATIONS USED ABOVE:

AIPP	Art In Public Places
APF	Austin Parks Foundation
ATD	Austin Transportation Department
CIP	Capital Improvement Project
CMTA	Capital Metropolitian Transportation Authority
COA	City of Austin
CTRMA	Central Texas Regional Mobility Authority
DUF	Drainage Utility Fund (City of Austin Watershed Protection Department revenues)
GO	General Obligation Bonds
LF	linear foot
PARD	Parks and Recreation Department
PER	Preliminary Engineering Report
ROM	rough, order of magnitude
SCC	Shoal Creek Conservancy
SF	square feet
SUP	shared-use path

	ROM Cost Estimate	Committed Funding	GRAND TOTAL
Total Phase 1	**$10,574,683**	**$7,416,766**	**$17,991,449**
Total Phase 2	**$11,115,991**	**$121,525**	**$11,237,516**
Total Phase 3	**$20,132,997**	**$750,000**	**$20,882,997**
Total Phase 4	**$16,125,634**	**$0**	**$16,125,634**
GRAND TOTAL	**$57,949,305**	**$8,288,291**	**$66,237,597**
(Lady Bird Lake to Northern End of Walnut CreekTrail)			

NOTES:

1. *The cost estimates taken from the 5TH TO 15TH PER included only "hard" construction or captial costs, and did not include "soft costs", such as design, engineering, permitting, etc., which are herein estimated to to be 20% over the construction cost.