

Goal Three HOUSING

Promote the rehabilitation of existing housing and construction of new housing to be compatible with the surrounding neighborhood and architecture for a variety of income levels.

Austin has become a more expensive place to live. During the 1990s, the median house price in Austin rose from \$80,000 to \$150,000. In the five years between 1995 and 2000, the median rent for a modest apartment (2 bedrooms, 1 bath) rose from \$575 to \$825. Even with temporary economic slow-downs, long-term market pressures will likely increase house prices and rents in the Upper Boggy Creek Neighborhood Planning Area. There are a number of locational factors will contribute to this:

- The planning area is very near an expanding central business district,
- A major interstate freeway,
- The Texas State Capitol,
- Numerous state government offices,
- Two universities (one of them America's largest),
- Two major hospitals,
- Four large shopping centers,
- The Robert Mueller Municipal Airport redevelopment
- A possible light-rail station.

As the metropolitan area expands from the central city, demand for housing closer to downtown can be expected to increase. The plan should address gentrification issues generated by this trend.

Action Item 21. The Blackland Community Development Corporation and other providers of affordable housing should continue to develop affordable housing for low-income families in the area defined by Leona Street, Manor Road, Chestnut Avenue and MLK Boulevard. Affordable housing for these purposes is defined as sixty percent of Austin area median family income. To this goal, the Upper Boggy Creek Neighborhood Planning Team supports the granting of variances to allow these parties to provide affordable housing. *(BOA, Neighborhoods)*

Objective 3.1: Provide opportunities for people to repair, maintain, and improve their homes and property. The City of Austin and neighborhood associations within the planning area should work cooperatively to help residents maintain and enhance their homes.

Action Item 22. The Blackland Community Center will serve as the primary location where the Neighborhood Housing and Community Development Department (NHCD) provides and updates information about resources available to assist people in repairing and maintaining

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their homes as well information to help first-time home buyers. Other locations in the neighborhood planning area such as schools, parks, and churches will serve as other outlets for this information. The neighborhood associations will also serve as resources to distribute this information.

(NHCD, BCDC, Neighborhood)

Goal Four TRANSPORTATION

Improve the quality of residential streets and commercial corridors to make them safe, accessible, and attractive to all forms of transportation. Residential and commercial streets and transit facilities should

- *Emphasize pedestrian and bicycle safety*
- *Serve pedestrian and bicycle convenience*
- *Encourage public transit use*
- *Allow residents ready ingress and egress from the neighborhood*
- *Limit through-traffic to roads designed for the purpose*
- *Be compatible with the residential / mixed-use character of our neighborhoods.*

Future Trends

The number of people living in or adjacent to the Upper Boggy Creek Neighborhood Planning Area is likely to increase over the next twenty years, particularly in the central and southern parts of the planning area. Most of these new residents may bring vehicles. Planning for this growth could reduce the necessity of automobile use for all trips, and thereby decrease the unpleasant effects of motor vehicle traffic.

How will population and traffic grow? In 2000 Austin had an average of 25,326 people per square mile. Assuming a conservative growth rate of three percent per year, the density could theoretically double by the quarter-century mark. Nationally, the number of automobiles is increasing faster than the number of people. Twenty years ago about fifteen percent (15%) of households did not own a car—today this number is down to eight percent (8%). The number of multiple-car households is on the rise. The share of households owning two vehicles has risen from thirty-four percent (34%) to forty percent (40%) and the share owning three or more vehicles has risen from sixteen percent (16%) to nineteen percent (19%).

Traffic and Upper Boggy Creek Planning

There are several traffic problems in the Upper Boggy Creek Neighborhood Planning Area. Cars and trucks cut through neighborhood streets to avoid congested arterial roads and the rush hour on IH-35. The long, uninterrupted, multi-block segments of many neighborhood roads invite uncontrolled speeding—particularly along Lafayette Avenue, East 32nd Street and Edgewood Avenue. The vast majority of pedestrians and bicyclists enjoy almost no protective sidewalks or designated bike lanes. Parents are reluctant to let young children bike, exercise their pets, play in the front yard, or walk to local destinations because of the ever-present danger of speeding cars. An arterial that used to serve the main entrance of the Robert Mueller Municipal Airport, East 38th ½ Street, now is largely residential, but retains its outdated designation. Large trucks routinely ignore the “No

Trucks” signs.

Due to a local lack of sidewalks, safe bike lanes, and pedestrian-convenient commercial uses, local residents must drive for most of their shopping and entertainment needs. As most of the neighborhoods in the Upper Boggy Creek Neighborhood Planning Area grow denser, transit and mobility issues must be addressed.

There are several assumptions that provide a basis for transportation planning for the Upper Boggy Creek NPA.

1. Austin roadways can be expected to grow more congested, and parking to become more difficult. Automobile use for every purpose may become considerably less attractive which may increase demand for inner city and pedestrian-friendly neighborhoods.
2. If long-range regional transportation alternatives are implemented, traffic may not increase in the planning area. As the short- and long-term measures recommended in the plan take effect, sidewalks, bikeways, traffic calming measures, bus route changes, and others will make our streets more walkable.
3. Peoples’ habits change slowly. Initially, more residents may bring more vehicles. The long-term need for automobiles may be reduced as
 - improvements to the pedestrian bicycle infrastructure
 - carpools and vanpools
 - mass transit options
 - staggered work hours
 - work-at-home arrangementscan be expected to gain significant footholds and reduce the need for automobile use for every aspect of our daily lives. We have several hurdles to overcome to reach these goals. For infill and redevelopment strategies to work, we must begin now to provide appropriate incentives for what we want and penalties for what we do not.
4. The best approach at this time (2002) for handling east-west traffic flow through the planning area is to distribute traffic among several available routes.

Objective 4.1: Traffic

Traffic in the neighborhoods that compose the Upper Boggy Creek Neighborhood Planning Area is a major concern. It is also one that will grow increasingly problematic as

1. The overall traffic in Austin increases and IH-35 becomes more congested during peak hour usage
2. The redevelopment of the Robert Mueller Municipal Airport site progresses and attendant local traffic loads increase.

Action Item 23. The City should undertake a traffic calming study for the entire Upper Boggy Creek Neighborhood Planning Area with special

emphasis placed on Cherrywood Road/Chestnut Road, 38th ½ Street, Lafayette, Clarkson, Edgewood and 32nd Street.
(TPSD)

Objective 4.2: MLK BOULEVARD CORRIDOR

The MLK Boulevard Corridor will serve the needs of pedestrians and motorists. MLK Boulevard serves as an important east/west thoroughfare for a broader area than adjacent neighborhoods. Future improvements to the roadway must be sensitive to the communities on both sides of the road and not create a barrier between them and do not negatively affect business activity and residents along the corridor.

Encourage UT to establish adequate parking, including parking garages, to accommodate employee, event, and student parking. A multi-story, mixed-use parking structure located west of a line formed by the Concho street right-of-way could serve this purpose. Retail or office space should be located at street level where these structures abut a sidewalk to promote a more pedestrian-friendly environment.

Bicycle Issues

Action Item 24.

Recommend a study to investigate bicycle safety along MLK Boulevard and the validity of this street as a viable bicycle route.

TPSD recommends that this item not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.

Automobile/Traffic Issues

Action Item 25.

Study the feasibility of installing new or improved traffic control signals or other effective measures to improve safety at the following locations:

- MLK Boulevard and Chicon Street—a protected left turn signal for the north/south lanes is suggested.
- MLK Boulevard and Chestnut Avenue—a protected left turn signal for the north/south lanes is suggested.
- MLK Boulevard and Cedar Avenue—a traffic signal with protected left turn light is suggested.
- MLK Boulevard and Miriam Street (for traffic from the funeral home, cancer center and L.L. Campbell Elementary School)—a traffic signal is suggested.

(TPSD)

Action Item 26.

Remove signage designating MLK Boulevard as a route to Austin-Bergstrom International Airport.

(TPSD)

Automobile Parking Issues

Action Item 27.

Enforce the prohibition of on-street parking along MLK Boulevard from IH-35 to Chestnut Avenue to improve safety. During sports

events, spectators often illegally park along this busy roadway.
(APD; University of Texas)

Action Item 28. Improve safety by restricting parking within twenty (20) feet of the intersection of Maple Avenue and MLK Boulevard due to limited visibility.
(TPSD)

Objective 4.3: Blackland/Holy Cross-Rogers-Washington Neighborhoods

Pedestrian and bicycle routes in this area should be improved to safer travel throughout this part of the planning area, particularly for children travelling between L. L. Campbell Elementary School and the Alamo Recreation Center.

Action Item 29. Stripe bicycle lanes

- From 2nd Street from Stafford Street to Leona Street to link L. L. Campbell Elementary School to the western part of the Blackland neighborhood. Stripe bicycle lanes

Section of this item removed from plan. TPSD recommends that the section of this item relating to bicycle lanes on Chicon between Manor Road and MLK Boulevard not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.
(TPSD)

Action Item 30. Build a new sidewalk along East 22nd Street between Stafford Street and Leona Streets so children can safely walk through the neighborhood from the L.L. Campbell Elementary School to Alamo Park to the far western edge of the neighborhood and locate pedestrian crossing signs and striping at

- 22nd Street and Chestnut Street
- 22nd Street at Maple Avenue
- 22nd Street at Stafford Street
- 22nd Street at Chicon Street

(TPSD)

Action Item 31. Establish resident-only parking along 22nd Street from Leona Street to Chicon Street, Leona Street from Manor Road to East 21st Street, and Salina Street from Manor to 21st Street.
(TPSD)

Objective 4.4: Manor Road Corridor

The Manor Road Corridor should become an alternative transportation corridor that places emphasis on the priorities of pedestrians, bicyclists, and bus transit users over those of motorists while still addressing the requirements of people and their cars. The streetscape along the Manor Road Corridor should be pedestrian-friendly and aesthetically pleasing. The corridor should become a “village” that serves adjacent

residents and the employees and students of the University of Texas. The entertainment/restaurant district that is evolving along Manor Road—Hoover's, Eastside Café, Mi Madre's, John Mueller's BBQ, and the Vortex Theater—should be fostered. In addition, small-scale retail should be encouraged to locate along the corridor to provide destinations other than dining and promote pedestrian traffic. To further this goal, a Dillo/circulator along Manor Road running to and through the Upper Boggy Creek NPA and nearby areas should be established, route—similar to the one running in Travis Heights. Dean Keeton Street/26th Street from IH-35 and heading to the west should serve as a primary northern gateway and automobile access route to the University of Texas. Dean Keeton Street/26th Street from IH-35 and heading to the west should serve as a primary northern gateway and automobile access route to the University of Texas.

If a future northbound off-ramp from IH-35 exits at Manor Road/Dean Keeton Street, a fly-under/fly-over should directly serve the University of Texas via Dean Keeton Street. Design of such a exit ramp should contribute to the Manor Road Corridor goals of creating a more pedestrian-, bicycle-, and neighborhood-oriented environment and not significantly increase eastbound motor vehicle traffic.

Establishment of Manor Road as an alternative transportation/transit corridor is an important element of the Upper Boggy Creek Neighborhood Planning Area Plan. Creating a transit hub and public space at the "triangle" at the intersection of East Dean Keeton Street/East 26th Street, Chicon Street, and Manor Road will facilitate this transformation. Consideration of the following amenities/uses should be given:

- Sheltered seating for bus stops
- Bicycle parking racks/storage lockers
- Play equipment for children of various ages
- A landmark that establishes the point as a "gateway" to the developing restaurant/arts district
- Yellow Bike distribution center
- Police bicycle substation
- A coffee or sandwich shop.

A long-term goal for the intersection of Dean Keeton/26th Street is to reconfigure the intersection of Manor and Dean Keeton/26th Street as a "T-Intersection." Utilize the existing Manor Road right-of-way (south of the existing triangular island) for community public use.

Pedestrian Issues

Action Item 32. Repair or clear the foliage along the sidewalk on the north side of Manor Road between French Place and Lafayette.
(TPSD)

Bicycle Issues

- Action Item 33. Paint bicycle lanes on Manor Rd between the “Y” intersection at Manor Road and Dean Keeton extending to the University of Texas on the west side of IH-35 and work with UT to extend a striped bicycle lane from IH-35 into campus.
(TPSD)

Public Transportation Issues

Upgrade and improve existing bus stops by adding benches, shelters, garbage bins, recycling bins, signs, and maps where they are currently lacking along the Manor Road Corridor. These improvements will contribute to creating a more pedestrian- and transit-friendly environment.

Automobile/Traffic Issues

- Action Item 34. Study the placement of a four-way stop sign at the intersection of Manor Road and Chicon Street.
(TPSD)

- Action Item 35. Amend the CAMPO and Austin Metropolitan Area Transportation Plans— that call for widening Manor Road by two lanes and an estimated twenty-six feet by 2025. Retain the street at its current configuration of two travel lanes, a turn lane and two bicycle lanes to promote a more pedestrian- and neighborhood-friendly environment.
(CAMPO, TPSD)

- Action Item 36. Study the placement of a traffic signal at the intersection of East Dean Keeton Street and Lafayette Avenue.
(TPSD)

- Action Item 37. “No Parking” signs should be placed along Manor Road from IH-35 to Chicon Street to create a safe bike route into the University of Texas Campus and to help promote Manor Road as an alternative transportation corridor.
(TPSD)



*Near the intersection of Manor Road and Chicon Street looking west
Eliminating on-street parking along Manor Road from Chicon to IH-35 and striping bicycle lanes would provide a safe route to the University of Texas campus and contribute to making Manor Road an alternative transportation corridor.*

Objective 4.5: Cherrywood Neighborhood

The roads in the Cherrywood Neighborhood outside of the arterial roads need to be safer for non-motorized forms of transportation. The lack of sidewalks, designated bicycle lanes, and excessive on-street parking has made many streets in the Cherrywood neighborhood to be dangerous places for people and their pets not travelling in a car.

Action Item 38.

Build new sidewalks along the following streets:

- Along Lafayette Street from Manor Road to East 38th ½ Street
- Along Edgewood Avenue from the IH-35 frontage Road to Cherrywood Road
- Along 32nd Street from the IH-35 frontage Road to Cherrywood Road
- Along the west and south sides of Ashwood
- Along Maplewood Avenue from East 38th ½ Street to Wilshire Boulevard
- Along Randolph Road/Clarkson Avenue from Manor Road to East 38th ½ Street
- Build a sidewalk on the east side of Cherrywood Road from Manor Road to Patterson Park. Ensure that the sidewalk is wide enough for safe and easy travel

(TPSD)

Action Item 39.

Restripe or paint new the bike lanes along the following roads:

- Cherrywood Road/Chestnut Avenue from MLK Boulevard to Wilshire Boulevard
- Randolph Road/Clarkson Street from Manor Road to East 38th ½ Street
- Edgewood Avenue or 32nd Street from IH-35 to Cherrywood Road

(TPSD)

Although Cherrywood Road/Chestnut Avenue is the major north/south internal arterial for the planning area, it should retain its residential character. This roadway should safely serve the needs of pedestrians—including transit users—while facilitating easy passage for cyclists and motorists. Efforts should be made to prevent Cherrywood Road/Chestnut Avenue from becoming a high-speed alternative to IH-35.

Sidewalks along Cherrywood Road/Chestnut Avenue should be clear of obstacles. Residents and sanitation workers should not leave trashcans on the sidewalk. Residents and their guests should park in their driveways rather than block sidewalks. To make sidewalks more passable, encroaching foliage should be cleared.

Action Item 40.

The police department should strictly enforce the traffic laws to reduce the high incidence of speeding traffic along the entire length of Cherrywood Road/Chestnut Avenue through the planning area, from MLK to Airport Boulevards.

(APD)

Action Item 41. Conduct a study to consider lower speed limits along Cherrywood Road/Chestnut Avenue from MLK Boulevard to the Wilshire Boulevard/ Schieffer Avenue intersection.
(TPSD)

Objective 4.6: The Upper Boggy Creek Bikeway

Construct a dedicated bikeway through the planning area that will connect with parks, other bicycle routes, and commercial areas throughout East Austin. Connect the hike-and-bike trail to the Willowbrook Greenbelt via neighborhood streets and small signs and/or striped bike lanes to indicate the route.

Action Item 42. Construct a multi-use bicycle greenway along or near the railroad right-of-way running through the planning area. The bikeway should include attractively landscaped access points at intersections with surface streets, including Manor Road, Cherrywood Road, East 38th ½ Street, Wilshire Boulevard, and the IH-35 frontage roads. As appropriate, access points should include signage, map kiosks, benches, trash and recycling receptacles, landscaping, lighting and other safety measures. To facilitate connectivity and accessibility, the bikeway could include safe and convenient transition of users from intersecting sidewalks, bicycle lanes, and public transit routes.
(TPSD, PARD, Capital Metro)

Action Item 43. Maintain vegetation in a “wild” fashion along the railroad right-of-way to the extent that it does not become a health or fire hazard.
(Capital Metro)

Objective 4.7: East 38th ½ Street Corridor

The corridor should become a safe neighborhood street that serves civic, residential, and commercial uses, where appropriate, and promotes alternative modes of transportation. The segment of east 38th ½ Street, from IH-35 to Airport Boulevard, currently serves as a cut-through route for east/west bound drivers. In order to preserve its residential character, the corridor should be reclassified in regional transportation plans from “Minor Arterial” to “Neighborhood Collector” to improve the likelihood of obtaining traffic calming measures.

East 38th ½ Street between IH-35 and Clarkson Avenue carries a high volume of motor vehicle traffic that is a danger to people accessing Delwood Shopping Center and other commercial destinations. Crossings to bus stops and neighborhood streets must be made safer for pedestrians and transit users, with emphasis on the transit stop near Robinson Street and the crossings of the IH-35 frontage roads.

East 38th ½ Street from Clarkson Avenue to Airport Boulevard is overwhelmingly residential and includes a neighborhood elementary school. The neighborhood believes it is of paramount importance to preserve the residential character of the street and improve safety for pedestrians and cyclists, especially the elementary school students.

Pedestrian Issues

Action Item 44.

To ensure that East 38th ½ Street becomes a viable pedestrian route, vegetation encroaching on sidewalks should be trimmed. Locations to be monitored include:

- The bus stop on the south side of East 38th ½ Street at the intersection with Clarkson Avenue
- Northwest corner of East 38th ½ Street and Cherrywood Road
- South side of East 38th ½ Street at Grayson Lane.

(PWT)

Action Item 45.

Place a striped crosswalk from the Delwood Shopping Center to the bus stop across East 38th ½ Street and include a pedestrian warning light or signalization that can be controlled by pedestrians to ensure a safer crossing. This pedestrian crossing could be delineated using a different paving material.

(TPSD)

Action Item 46.

Improve the crosswalk striping at the intersection of East 38th ½ Street and the frontage road of IH-35 and increase the signal time allocated for safer pedestrian crossings.

(TPSD)

Action Item 47.

Improve the sidewalk system along East 38th ½ Street through measures such as the following:

- Widen existing sidewalks on East 38th ½ Street between IH-35 and Silver Ridge apartments to make it easier for pedestrians to walk around the utility poles in the sidewalk. In the short-term, this could be accomplished by paved skirting in a semi-circle around the poles so pedestrians can pass each other without walking in the street.
In the long-term, utilities should be placed underground.
- Repair the sidewalks on the north side of East 38th ½ Street between Silver Ridge apartments and Maplewood Avenue
- Install sidewalks on the south side of East 38th ½ Street between Vineland Drive and Basford Road to connect with the existing sidewalk network east of Basford Road
- Install sidewalks on the south side of East 38th ½ Street between Grayson Lane and the office center at 1825 East 38th ½ Street
- Bring the existing sidewalks along East 38th ½ Street into compliance with the Americans With Disabilities Act.
- Complete the sidewalk network on the south side of East 38th ½ Street from Clarkson to the Asbury Methodist Church.

(TPSD)

Bicycle Issues

Bicycles should receive the next highest priority after pedestrians along the East 38th ½ Street corridor. The corridor is envisioned as a major bicycle artery between points to the

east, west and local. To make this road safe for bicyclists, the City of Austin should enforce the “No Parking Rule” within bicycle lanes.

Action Item 48. Provide striped bicycle lanes along East 38th ½ Street between IH-35 and Cherrywood Road. The Upper Boggy Creek Neighborhood Planning Team and neighborhood associations within the planning area should work with the adjacent neighborhood association to promote a bike lane on the west side of IH-35 along East 38th ½ Street.

Part of this item removed from plan. TPSD recommends that the section of the item relating to bicycle lanes on East 38th ½ Street not be implemented. Further discussion is included in Appendix A—Items Not Recommended by City Departments.
(TPSD)

Transit Issues

Additional bus routes should be added to the portion of East 38th ½ Street, west of Cherrywood Road, including possible local ‘Dillo-type service, more frequent service of existing routes, and additional routes serving the Delwood Shopping Center. A potential Dillo service could link to the commercial areas along Manor Road.

Action Item 49. Study bus stop locations for routes running along Cherrywood Road and 38th ½ Street to identify improvements such as co-location of several route stops at one location, additional stops, removal of stops. Other improvements could also include improving the spacing and siting of stops that will enhance transit performance (headways, on-time performance, and speed of circulation through the neighborhood) in the UBC Neighborhood Planning Area and system wide. This study should incorporate input from current transit users and neighbors.
(Capital Metro)

Automobile Issues

Automobile traffic on the East 38th ½ Street corridor should consist of trips with local origins or destinations. Cut-through traffic should be minimized to the extent possible. This would be required to respect the pedestrian nature of this residential street and to ensure the safety of pedestrians and cyclists.

Action Item 50. Downgrade the status of East 38th ½ Street from an “Arterial” to a “Neighborhood Collector” street in all regional and City of Austin transportation plans.
(TPSD, Neighborhoods, CAMPO)

Action Item 51. Conduct a traffic study to reduce speed limit on the corridor to 25 miles per hour, particularly in the residential area between the railroad tracks and Airport Boulevard. This area also includes Maplewood Elementary School.
(TPSD)

Action Item 52. Reduce the amount of cut-through traffic of heavy trucks along East 38th ½ Street by enforcing the “No Trucks” sign at Airport Boulevard.
(APD)

Action Item 53. Replace the missing “No Left Turn” sign at the exit from the Delwood Shopping Center at Robinson Avenue.
(TPSD)

Action Item 54. Remove parking restrictions on the corridor from Cherrywood Road to Airport Boulevard to encourage on-street parking. On-street parking visually narrows the perceived width of a street and facilitates lower motor vehicle speeds.
(TPSD)



Along 38th ½ Street, on-street parking and sidewalks on both sides of the road will improve non-automobile traffic.

Objective 4.8: IH-35 Corridor

The Texas Department of Transportation (TxDOT) plans to widen IH-35 through Central Austin sometime in the next decade. Several aspects of this improvement relate to the Upper Boggy Creek Neighborhood Plan. First, how will the upgrade affect connectivity between the east and west sides of the freeway? Second, how will taking additional right-of-way on the east side affect the frontage road and adjacent properties? Third, how will future freeway exits affect traffic in our neighborhoods?

The IH-35 upgrade will provide an invaluable opportunity to reunite East and West Austin. To accomplish this, IH-35 through central Austin should be depressed below grade from the Central Business District north to 51st Street. Not only would this remove a tremendous physical barrier through the center of the city, it would significantly reduce noise generated by through traffic, especially considering the anticipated increases in traffic volume.

The placement of new exit ramps could negatively affect the neighborhoods within the Upper Boggy Creek area if not well planned. Northbound exit ramps should be located where they will best fulfill two purposes:

1. Move traffic efficiently to and from primary local destinations
2. Distribute east-west traffic flow through central-east Austin

- A. Primary routes (planned to accommodate most through traffic: MLK Boulevard, Airport Boulevard, and 51st Street)
- B. Secondary routes (planned to accommodate less through traffic: Manor Road and East 38th ½ Street)
- C. Tertiary routes (planned to accommodate the least through traffic: Wilshire Boulevard, Avenue, 32nd Street and Edgewood Avenue).

These exits should respect the hierarchy of through streets in the planning area as well as those adjacent to Robert Mueller Municipal Airport redevelopment. Exit ramps should be located to place traffic onto the major east/west thoroughfares of Airport Boulevard, 51st Street, and MLK Boulevard. This would take traffic pressures off of Manor Road, the residential portion East 38th ½ Street east of the Delwood Shopping Center, and discourage cut-through traffic along Wilshire Boulevard/ Schieffer Avenue.

Ideally, and if it can be done without placing undue traffic pressures on the Manor Road Corridor and Blackland Neighborhood, the University of Texas should be served by northbound and southbound freeway exits that would direct traffic along 26th Street/Dean Keeton Street west into the campus.

The Planning Team does not recommend an exit ramp that services East 38th ½ Street. However, if this is deemed the only viable alternative, we recommend that TxDOT and the City of Austin work together to mitigate cut-through traffic through the neighborhood. In addition special steps should be taken to preserve the residential character of East 38th ½ Street from Lafayette Avenue to Airport Boulevard. These steps should include a rigorous traffic calming program, utilizing reduced speed limit if feasible, narrower traffic lanes, traffic circles and traffic humps located at crosswalks, as well as other techniques.

Additional right-of-way taken on the east side of IH-35 should be limited to 60' and include a landscaped buffer that would protect adjacent residences from the visual and noise impact of IH-35 and the frontage road. Representatives from the neighborhood should work with the Texas Department of Transportation and the City of Austin to create this buffer or greenbelt between the reconstructed IH-35 and the affected residential properties.

Special attention to design should be taken at all IH-35 exit ramps to address traffic on the frontage road and provide convenient access to neighborhood residents while discouraging cut-through traffic. A number of different tools should be considered such as physical curbs, narrow lane striping, signage, and stanchions to discourage cut-through traffic along residential streets.

To improve the aesthetics of the IH-35 frontage, all necessary steps need to be taken to ensure that when off-premise billboards signs are removed for widening IH-35, they are not replaced anywhere along the frontage road from MLK to 51st Street.

Prior to the reconstruction of IH-35, actions that can be taken to improve the immediate safety for pedestrians, bicyclists, and motorists along the IH-35 frontage road include:

- Action Item 55. Improve the pedestrian cross-walk striping, widen sidewalks, create accessible routes and increase the pedestrian crossing times at the following the locations:
- Manor Road
 - East 32nd Street
 - The traffic signal near the railroad crossing connecting to Hancock Center
- (TPSD)

Objective 4.9: Wilshire Wood/Delwood I

Wilshire Boulevard is experiencing an increase in speeding traffic. Even with the proposed improvements to limit this associated with the redevelopment of The Robert Mueller Municipal Airport site, it is reasonable to assume that this trend will continue. To protect the park-like setting of the neighborhood and ensure the public safety, traffic speeds along the entire length of Wilshire Boulevard should be reduced. Any traffic calming measures that are taken to reduce travel speeds should maintain the character of this winding residential street and contribute to the wooded settings of the neighborhood. Traffic calming measures such as circles and chicanes are recommended to the exclusion of speed cushions and speed humps. This will help to provide a safer environment for residents, walkers, and cyclists along Wilshire Boulevard and adjoining streets. All solutions for satisfying this objective should combine traffic calming measures and non-structural pedestrian/bicycle pathways within the Wilshire Woods/Delwood I neighborhoods.

- Action Item 56. Redesign the intersection of Wilshire Boulevard, Schieffer Avenue, and Cherrywood Road to improve safety, reduce speeds, reduce motorist confusion, and control the distribution of traffic onto intersecting streets.
- (TPSD)

- Action Item 57. Install signage along Wilshire Boulevard to indicate that it is a winding road.
- (TPSD)

- Action Item 58. Stripe a pedestrian/bicycle lane on each side of Wilshire Boulevard between the IH-35 frontage road and Airport Boulevard. Connect this bike/pedestrian route with the larger Austin Bikeway routes that intersect or pass near the Wilshire Boulevard corridor and surrounding neighborhoods.
- (TPSD)

TPSD recommends that this item not be implemented. Because it is included as one of the plan's Top Ten Planning Priorities, it remains in the plan. Further discussion and is included in Appendix A—Items Not Recommended by City Departments.

- Action Item 59. Remove the recently added double yellow stripe down the center of Ardenwood Road Rd from the IH-35 frontage road to just in front of 4302 Parkwood Rd. This striping has created the sense that the

street is not a residential one and has resulted in unsafe vehicle speeds.
(TPSD)

Action Item 60. Install appropriate signage to indicate that motorists are entering a residential area and that they should reduce speed. These signs should be placed at the following locations:

- Wilshire Boulevard at IH-35 frontage and Airport Boulevard
- Schieffer Avenue at Airport Boulevard
- Ardenwood Road and IH-35 frontage road
- Crestwood Road and the IH-35 frontage road
- Parkwood Road and Airport Boulevard

(TPSD)

Action Item 61. Place signage at the cul-de-sac on Parkwood Road to indicate that there is no outlet.
(TPSD)

Action Item 62. Improve safety and visibility for vehicles entering the IH-35 frontage road from both Wilshire Boulevard and Ardenwood Road.
(TPSD)

Objective 4.10: Airport Boulevard Corridor

Airport Boulevard is a major thoroughfare that serves city- and region-wide needs. However, the segment of Airport Boulevard that divides Delwood II from the rest of the planning area is increasingly becoming a dangerous roadway with an alarming number of serious automobile-related accidents. In addition, the increased traffic on Airport Boulevard is making entering or exiting the Delwood II neighborhood increasingly more dangerous. This part of Airport Boulevard is also dangerous for vehicular traffic entering or exiting the Wilshire Wood/Delwood I and Cherrywood neighborhoods.

Action Item 63. Improve traffic circulation and provide a safer traffic crossing for vehicles turning left from Airport Boulevard (northbound & southbound) onto Parkwood and Crestwood Roads. Some suggested steps to improve safety along this segment of Airport Boulevard are to

- Study the feasibility of installing protected left turn lanes in the median of Airport Boulevard to facilitate safer entrances and exits for vehicles turning onto or exiting Parkwood Road (into Delwood I and Delwood II) and Crestwood Road (into Delwood I east of Wilshire Brook). These turn lanes should be marked “Left Turn Only” and “No U Turns”. Study the feasibility of removing the small island in the middle of the intersection of Airport Boulevard and Parkwood Road/Crestwood Road.
- Study the traffic circulation along Airport Boulevard and the feasibility of installing signage to indicate that only right turns are permitted when exiting Parkwood on the north and south sides of Airport Boulevard (i.e., when leaving Delwood I,

vehicles can only head southbound and when leaving Delwood II vehicles can only head northbound).

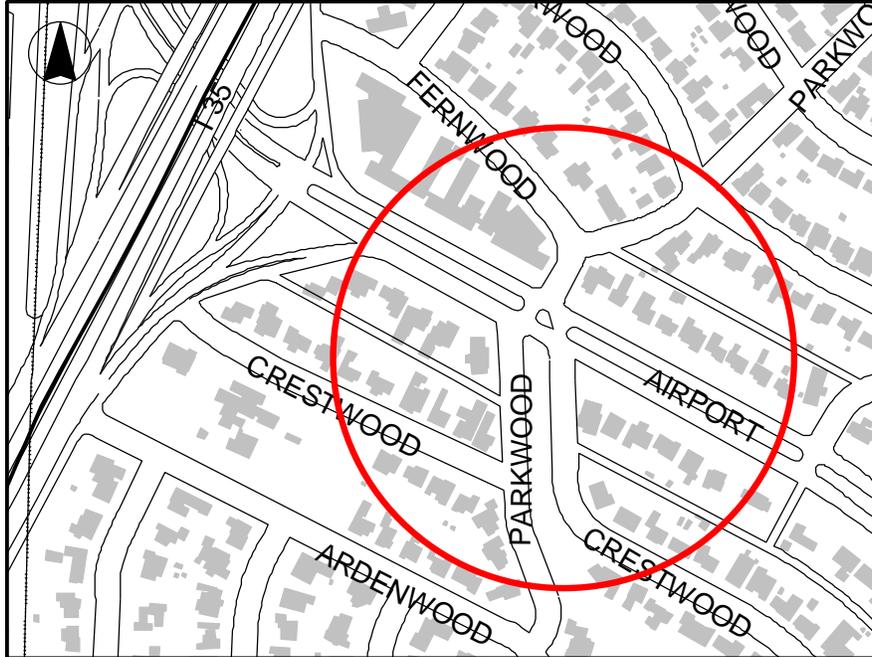
- Study the feasibility of installing a protected left turn lane in the median of Airport Boulevard for vehicles traveling southbound on Airport turning left onto Rowood Road and entering Delwood II).
- Study the elimination of the dangerous crossing of multiple lanes of traffic by vehicles exiting IH-35 (northbound) onto Airport Boulevard and attempting to turn onto Parkwood Road (north).

(TPSD, TxDOT)

Action Item 64.

Study the feasibility of installing traffic signals and triangular traffic islands at the intersection of Wilshire Boulevard and Schieffer Avenue and Airport Boulevards that will prohibit traffic leaving the Robert Mueller Municipal Airport redevelopment site from cutting through the neighborhood as mentioned in The Robert Mueller Municipal Airport Master Plan. The signal should be able to be triggered by emergency vehicles leaving Fire Station Fourteen (14) to facilitate a safe and speedy exit. In addition, the signal should have pedestrian controls to allow the pedestrian and bicycle traffic from Delwood II and the Robert Mueller redevelopment to safely cross Airport Boulevard.

(TPSD, TxDOT, AFD)



The intersection of Airport Boulevard and Parkwood and Crestwood Roads was identified as one becoming increasing more dangerous as traffic on Airport increases.



Intersection of Airport Boulevard and Parkwood and Crestwood Roads looking toward the southeast.