

Excerpts from *The Upper Boggy Creek Neighborhood Plan*, 01 August, 2002 which contain reference to Cherrywood sidewalks and pedestrian improvements. To view the entire document, go to <http://www.ci.austin.tx.us/zoning/ubc.htm>

(The following excerpts were prepared by Girard Kinney, 30 November 2009. Note that I have attempted to lift entire sections to provide context, then to highlight the text that is pertinent to current discussions about sidewalks in the Cherrywood Neighborhood)

Upper Boggy Creek Neighborhood Plan

Upper Boggy Creek Neighborhood Planning Area's Top Ten Planning Priorities

☑ Manor Road should become a vibrant neighborhood- and pedestrian-friendly, mixed-use corridor that emphasizes alternative transportation modes. A first step to ensure its future as such is to amend the regional long-range transportation plans. Currently, the Capital Area Metropolitan Planning Organization and Austin Metropolitan Area Transportation Plans call for widening Manor Road from IH-35 to Cherrywood Road to four lanes by 2025. According to the Austin Metropolitan Area Transportation Plan, the road would need to be widened by an estimated twenty-six feet— thus creating a major arterial road bisecting the planning area. Manor Road should retain its current configuration of two travel lanes, a turn lane and two bicycle lanes from IH-35 to Airport Boulevard.

☑ MLK Boulevard, particularly if it needs to be widened, should not be a barrier between the neighborhoods on the north and south sides of the road. To improve pedestrian, bicyclist, and motorist's north/south mobility across MLK Boulevard place protected left turn lanes on

- Chicon Street at the intersection of MLK Boulevard
- Chestnut Avenue at the intersection of MLK Boulevard
- Cedar Avenue at the intersection of MLK Boulevard
- Miriam Street at the intersection of MLK Boulevard for traffic from the funeral home, cancer center and L.L. Campbell Elementary School.

☑ Implement traffic calming in the Cherrywood neighborhood with special emphasis placed on Cherrywood Road/Chestnut Road, 38th ½ Street, Lafayette, Clarkson, Edgewood and 32nd Streets. 38th ½ Street should be downgraded from its present "neighborhood arterial " designation to "neighborhood collector."

☑ Reduce traffic speeds along Wilshire Boulevard by striping a pedestrian/bicycle lane on each side of Wilshire Boulevard between the IH-35 frontage road and Airport Boulevard and connect this bike/pedestrian route with the larger Austin Bikeway routes that intersect or pass near the Wilshire Boulevard corridor and surrounding neighborhoods.

The Transportation, Planning and Sustainability Department does not recommend this item be implemented.

☑ Build the first phase of the Upper Boggy Creek Bikeway along the railroad right-of-way that will link the Boggy Creek Greenbelt at East 12th Street to

Hancock Shopping Center at IH-35. This bikeway will provide a safe and dedicated route for bicyclists, rollerbladers, pedestrians, and other nonvehicular forms of transportation.

Upper Boggy Creek Neighborhood Plan

6

Improve bicyclist mobility and safety throughout the planning area by striping bicycle lanes along

- Manor Road from Chicon to IH-35
- Cherrywood Road/Chestnut Avenue from MLK to Airport Boulevard
- Lafayette Street from 26th Street/Dean Keeton to East 38th ½ Street
- 38th ½ Street from IH-35 to Airport Boulevard
- 22nd Street from Walnut to Salina Street.

Improve the safety for pedestrians, bicyclists, and motorists entering or exiting the Wilshire Wood/Delwood I and Delwood II via Airport Boulevard.

Improve pedestrian mobility and safety throughout the planning area.

• Sidewalk along 22nd Street from L. L. Campbell Elementary School to Alamo Park and Recreation Center to the western edge of the neighborhood.

• Sidewalk along the east side of Cherrywood Road from MLK Boulevard to Patterson Park.

• Sidewalks along Maplewood and Ashwood/Wrightwood to link surrounding residential areas to Maplewood School.

• Sidewalk along Lafayette Road from its intersection with Manor Road/Dean Keeton to 38th ½ Street

• Sidewalk along 32nd Street or Edgewood Street from IH-35 to Cherrywood.

• Sidewalk along Clarkson Avenue from Randolph Street to 38th ½ Street.

Enhance the Alamo Park and Recreation Center by improving the office space and kitchen facilities, and adding additional multi-purpose rooms,

Replace or upgrade the aging playscape at Patterson Park to promote its use by children of a variety of ages and their parents and make it safely accessible from Wilshire Boulevard.

[Note that items in the “Top Ten” Planning Priorities above were gleaned from the more detailed recommendations below- GK]

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.

- ☑ Improve pedestrian mobility and safety throughout the planning area.
- Sidewalk along 22nd Street from L. L. Campbell Elementary School to Alamo Park and Recreation Center to the western edge of the neighborhood.
- Sidewalk along the east side of Cherrywood Road from MLK Boulevard to Patterson Park.
- Sidewalks along Maplewood and Ashwood/Wrightwood to link surrounding residential areas to Maplewood School.
- Sidewalk along Lafayette Road from its intersection with Manor Road/Dean Keeton to 38th ½ Street
- Sidewalk along 32nd Street or Edgewood Street from IH-35 to Cherrywood.
- Sidewalk along Clarkson Avenue from Randolph Street to 38th ½ Street.

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.*

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

Upper Boggy Creek Neighborhood Plan

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

Upper Boggy Creek Neighborhood Plan

52

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)

Upper Boggy Creek Neighborhood Plan

5 3

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 4.7: 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.

Upper Boggy Creek Neighborhood Plan

5 4

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)

Objective 5.8: Patterson Park

Raise the quality of Patterson Park to the level of other major parks in Austin. People of all backgrounds and ages should enjoy the park. Members of the community should form a “Friends of Patterson Park” organization to help implement suggested improvements. Ensure that there is continued maintenance and care for the post oaks and other trees throughout the park.

Action Item 83. Control the erosion on the west side of the park by installing a system of terraces or some other erosion control device and

combine it with a gravel jogging path around the perimeter of Patterson Park.

(PARD)

Improve local access to Patterson Park

Action Item 84. Install a wheelchair- and stroller-accessible path leading from the playscape area to Wilshire Boulevard on the west side of Patterson Park.

(PARD)

Action Item 85. Complete the sidewalk at Patterson Park that is partially installed between the picnic shelter and Brookview Avenue.

(PARD, TPSD)

Action Item 86. Resurface Brookview Avenue as it enters Patterson Park.

(PARD, PWT)