

# **Input from Violet Crown On Improving Cycling Infrastructure in Travis County**

**Received Week of 2/9/15**

## **Cracks:**

David Serrins: As the victim (twice) of nasty cracks in roads in the unincorporated areas of Travis County, I would be happy to see attention given to cracked roads beyond just patching. The places with cracks are often patched sloppily and the cracks open again after patching because the roadbed itself is to blame. The funding could be used to make some of these areas safe for skinny tires again.

Dave Henderson: Cracks are a BIG deal so that's at the top of my list.

David Orr: The cracks are a good thing to bring up to the county. It's definitely in their area of responsibility and probably not something they are especially aware of. One thing that might help sell it: these cracks can really contribute to erratic and unpredictable conflicts between people in cars and people on bikes.

## **Southwest Parkway:**

Don Bergman: The "shoulder" on west-bound Southwest Parkway from Mopac to Travis Country is very narrow, non-existent in some places, and riddled with patches of grass growing through pavement cracks with overgrown vegetation crowding the shoulder, forcing cyclists into the lane of traffic. Recommend improving that section at a minimum along SWP.

Frank Kurzawa: (re. SW Parkway)The eastbound section from Travis Country to 71 is even worse unless it's been fixed recently. There's really no significant shoulder for much (most?) of it.

Conrad Geiger: I agree. And the 1/2 mile of roadway on Southwest Parkway eastbound from my Travis Country subdivision to Mopac is no better than westbound, also with no shoulder. For my bike rides, I use those sections of Southwest Parkway from my Travis Country neighborhood to Mopac.

Imagine a neighborhood in Austin with 1500+ homes that by bicycle only has dangerous access via Southwest Parkway with absolutely no pedestrian access. That is where I live in the Bicycle Capital of Texas.

Tom Patterson: That shoulder isn't a great place to ride over most of its length. There is a fair amount of commercial truck and light truck traffic, and there are numerous

entrance/exit roads and "driveways", narrow spots with nowhere to bail out, and road debris that doesn't get removed. I haven't been on the sections west of Foster Ranch much in recent times but I remember a distinct lack of signage and striping, which could really help with "Cyclists' Right to Be There" awareness among motorists.

SW Pkwy is only going to get busier, possibly exponentially, with new development. That would be a great place to add a car lane PLUS a wide bike lane for bikes and exiting Travis Country traffic-- which itself has become heavy enough to warrant new signage limiting use of the far right lane at RoT for "Right Turn Only" in peak traffic hours.

Stating the obvious: when the Barton Creek Bridge is completed, that short first section, especially, of SW Pkwy will be a much bigger problem. "Taking the lane" is all well and good but there is a fast "no yield" exit lane from the Mopac frontage road leading into that section of SW Pkwy, followed by a shuffle-and-merge area at that first light on SW Pkwy at Republic of Texas Blvd., where west-bound SW Pkwy traffic and those turning into the Travis Country neighborhood have to get themselves sorted out. The marked speed limit is 45mph but many exceed that by 10mph and more. Not a place I ride, personally, but many do, even before the bridge is open.

There are a couple of alternate neighborhood routes that can be used to avoid the SW Pkwy shoulder between RoT and Mission Oaks, and/or Foster Ranch Rd., but these involve a confusing and possibly dangerous stop sign with no-stop right turn, and a left turn across traffic at Mission Oaks, or, on the way to Foster Ranch Rd., residential 4-way stops, and a section of very narrow road on Foster Ranch.

Norma Bandy: LIVING OUT WEST OF TOWN I LIKE TO RIDE BARTON CREEK BLVD TO SOUTHWEST PKWY . YES SWP NEEDS HELP EAST AND WEST.

## **FM1826**

Don Bergman: I would recommend better/any bicycle access along 1826 from 290 to Nutty Brown. Right now, it is simply not safe to ride on 1826. There are new bike lines on 290 that lead to 1826 from the west (don't ask me why) but they stop there. If 1826 was bike lane'd down to Nutty Brown, this would improve safety for those headed out to western routes outside of the city.

## **Hamilton Pool Road**

Frank Kurzawa: It is suicidal to try to ride your bike on the eastern section of Hamilton's Pool Road between 71 and RR 12 due to the lack of sufficient shoulder. It's better west of there towards Hamilton's Pool and beyond, but only because of the much lighter traffic west of 12. If that traffic picks up then it will be bad as well

## **Parmer Ln.**

Dave Henderson: Parmer from 290 north to Harris Branch could use a bike lane.

David Orr: Things I've brought up at TxDot meetings include a request to expedite the construction of the segment of sidewalk on the south side of Parmer between Old Cameron and Harris Branch Parkway (to allow southbound cyclists a legal, safe way to get to Old Cameron).

## **FM973**

Dave Henderson: How about a bike lane or widening 973 between 969 to Pearce lane so that we can get south of the river once outside of town or if leaving from north Austin?

David Orr: Things I've brought up at TxDot meetings are the lack of shoulder on 973 between 969 and 71 (and between 130 and the Decker Lake dam),

## **Loop 360**

Weston Giunta: How bout 360? There are several spots with narrow or nonexistent shoulders (Bee caves onramp Northbound, 2222 onramp Northbound) that could easily be expanded. I would suggest rumble paint on the divider on the whole length to wake up sleeping/texting drivers as they cross over into the shoulder.

David Orr: What's in the purview of this initiative? Was there any discussion on the handoff between the county and TxDot? There is work planned (basically proof of concept projects at a couple of specific locations) on 360 to make transitions across on-ramps and exit ramps safer. This is a joint effort of the CoA bike program and TxDot and includes widening the shoulder in places where it currently "disappears" such as on ramps.

## **Old San Antonio Road**

David Orr: Another road that is definitely a county responsibility that is way overdue some improvements for cyclists is Old San Antonio Road. I think there has been some discussion and planning around improvements to that road (including adding a new bridge and making the existing one-lane bridge bike only) for cyclists.

## **Thomas Springs Road and Travis Cook**

Norma Bandy: I WOULD LOVE TO SEE A SHOULDER ON THOMAS SPRINGS RD. AND TRAVIS COOK. IT HAS THE SPACE AND NEED FOR SHOULDERS - IT IS A PART OF THE OLD FITZHUGH LOOP. NO LONGER SAFE ON 12 OR HAMILTON POOL . FITZHUGH IS EVEN RISKY THESE DAYS .

## **Cuernevaca**

Norma Bandy: IT WOULD BE AWESOME TO HAVE A SHOULDER ON THE LOOP OF CUERNAVACA TO RIVER HILLS TO BEE CAVE RD. MORE AND MORE GROUPS ARE RIDING THIS LOOP .