

JUSTIN LANE PROTECTED BICYCLE LANE (BURNET TO LAMAR BLVD.)

ABOUT THE PROJECT

In the summer of 2016, the City of Austin Public Works Department, in conjunction with the Austin Water Utility, will begin the Justin Lane Street Reconstruction and Utility Adjustments project. This project will improve an aging waterline and reconstruct the road to improve pavement quality and durability. Additional mobility and safety improvements including sidewalks and a protected bicycle lane will be installed following the waterline improvements and street reconstruction. Construction is expected to occur between July 2016 and May 2017. *(Dates are projected as accurately as possible, but are subject to change.)*

PUBLIC PROCESS

A separate public process was undertaken between September and November of 2014 to obtain feedback from the community regarding the bicycle improvements specifically. The public process consisted of notifying 700 residents, including owners and renters, along Justin Lane with the attached notification. This notification was also sent to the following groups:

- Crestview Neighborhood Association
- Brentwood Neighborhood Association
- Brentwood Neighborhood Plan Contact Team
- Brentwood/Highland Combined Neighborhood Plan Contact Team
- Crestview Neighborhood Plan Contact Team
- Friends of Emma Barrientos MACC
- Highland/Skyview Neighborhood Plan Contact Team
- North Austin Neighborhood Alliance
- Sierra Club
- Bike Austin
- Austin Regional Group
- Sustainable Neighborhoods of North Central Austin.

The notification asked for resident feedback via phone and email as well as attendance at an open house at Brentwood Elementary School held on October 28th, 2014. As a result of this public process, the following requests, concerns and feedback were noted and addressed as follows:

Feedback	Response
Requests to calm speeds on Justin Lane.	The reconfiguration is expected to reduce speeds. Speed studies will be performed before and after the project to evaluate the effectiveness of the design in reducing speed.
Requests to provide a physical barrier between the vehicle lanes and bicycle lanes.	Following experimentation with various barrier devices, this project will include the use of reflective traffic buttons, similar to those pictured in Figure 2.
Concerns about changing parking to one side of the street.	Parking counts were performed during weekday mornings, afternoons and evenings as well as weekends. As a result of this analysis, it was determined that parking demand, balanced with the need to address safety and connectivity for all street users, may be accomplished by providing parking on the south side of the street.
Requests to add speed limit signs.	Additional signage, including speed limit signs, will be installed as part of this project.
Substantial support for the proposed project.	As a result of this public process, a two-way protected bicycle lane will be installed on the north side of the street and a parking lane on the south side of the street (from Burnet Road to Lamar Boulevard) as shown in Figure 1.

Figure 1 – Justin Lane Cross Sections with Protected Bicycle Lane and On-Street Parking

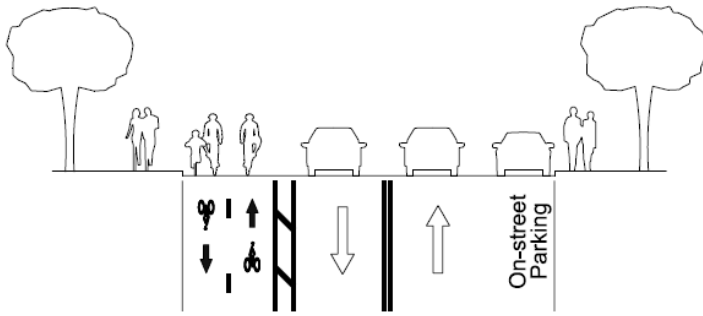


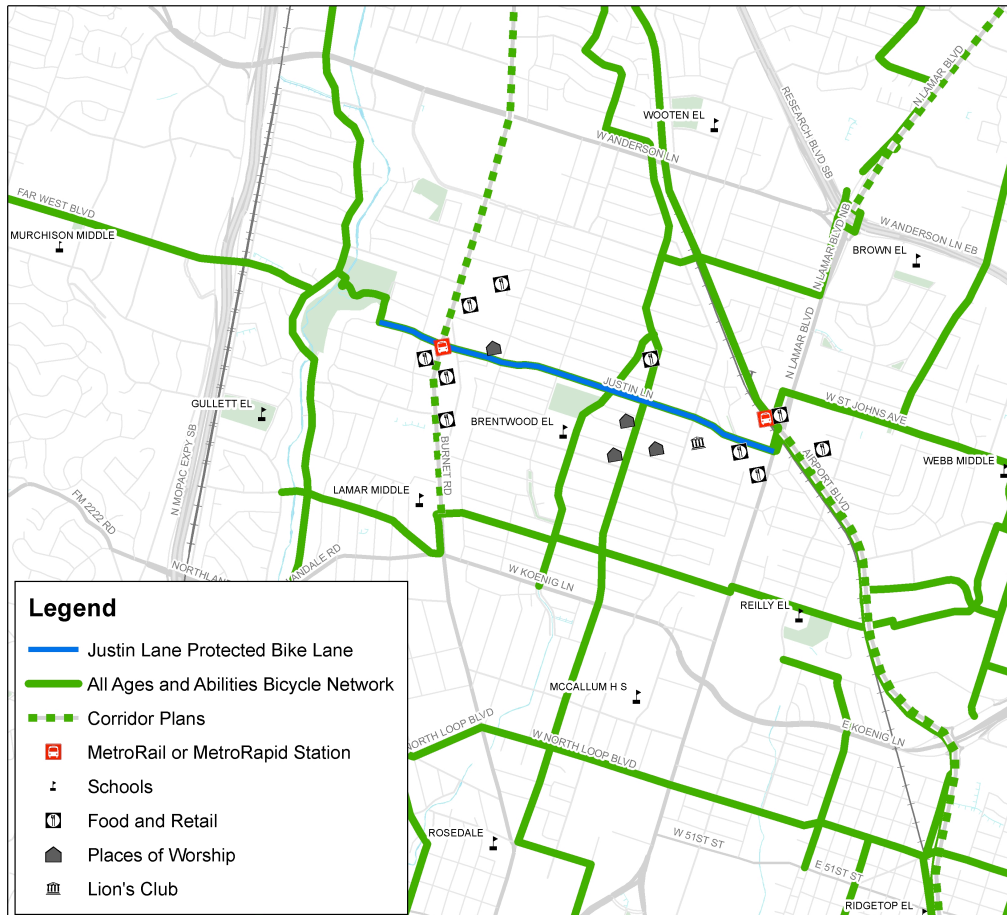
Figure 2 – Example of Reflective Traffic Buttons in Austin



PROJECT BENEFITS

This all ages and abilities bicycle facility will improve east-west bicycle connectivity to key destinations such as schools, parks, transit stops and many commercial areas. It will also provide a critical east-west connection to several north-south bicycle lanes including Burnet Road, Woodrow Avenue, and the recently installed two-way bicycle lanes on Arroyo Seco. Figure 3 shows the role of Justin Lane in the City’s All Ages and Abilities bicycle network as well as nearby destinations.

Figure 3 – Role of Justin Lane in the City’s All Ages and Abilities Bicycle Network.



In addition, the project meets the following elements of the Crestview Neighborhood Plan:

- Transportation Goal 1: Increase alternatives to driving by improving routes and facilities, access for pedestrians, bicycles, and public transportation.
- Transportation Goal 2: Preserve and improve routes for pedestrians, bicycles, and public transportation.
- Transportation Objective 2: Improve bicycle mobility through the Crestview/Wooten Combined Neighborhood Planning Area.
 - Recommendation to implement the 1998 Bicycle Plan (then the most current plan, now updated to the 2014 Bicycle Master Plan).
 - Encourage bicycle use to schools, churches, and parks.
- Urban Design Guidelines, Transportation Objective 6: Create a safe and comfortable streetscape that encourages pedestrian and bicycle activity.
 - Objective 6.5: Major streets may require special or separate bike lanes

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