

TRANSPORTATION

Pedestrians, motorists, transit users, bicyclists, and mobility-impaired neighbors should be able to safely and efficiently travel throughout the North Lamar Combined Neighborhood Planning Area and to the rest of the City.

A network of roadways, sidewalks, and bike routes connects the neighborhoods of the North Lamar Combined Neighborhood Planning Area (NLCNPA) to each other and to the City of Austin. However, a lack of improvements made to this network has reduced the mobility of motorists, bicyclists, and pedestrians.¹⁷

During the planning process, a number of transportation-related concerns were identified in the initial survey and at several neighborhood meetings.

❖ **The pedestrian and bicycle transportation networks should be improved.**

To efficiently and safely move within, out of, and through the NLCNPA, pedestrians and bicyclists need an interconnected and complete network of sidewalks and bicycle lanes. The lack of a complete sidewalk network impedes pedestrians' efficient access to specific areas within the NLCNPA, including the commercial areas located along North Lamar Boulevard; this is especially so within the Georgian Acres planning area. Also, the current bicycle infrastructure (including bicycle lanes, routes, and signage) within the NLCNPA does not promote increased usage. However, an improved, connected pedestrian and bicycle network in place will provide people with transportation options other than the automobile.

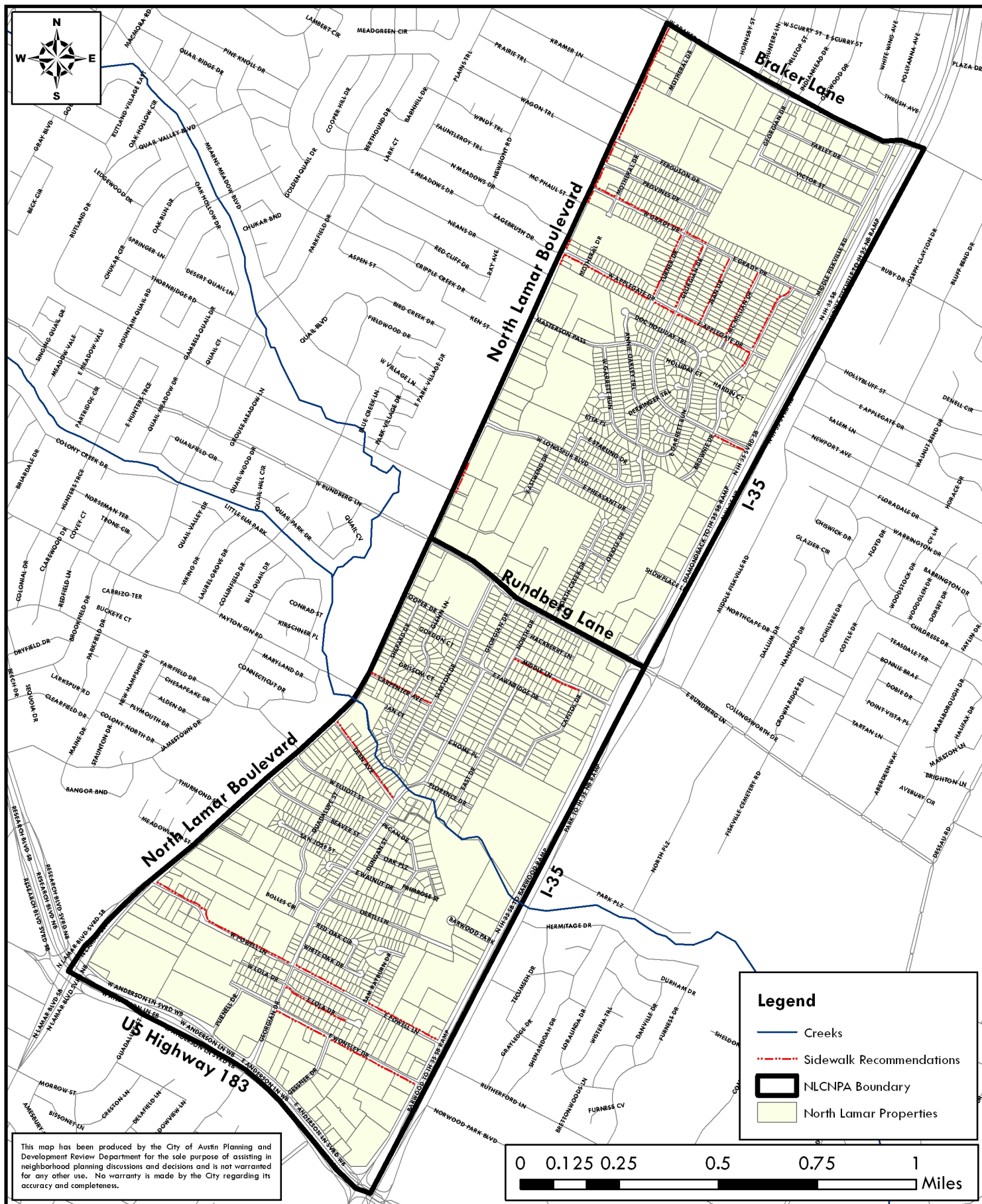
Objective T.1: Improve sidewalk connections throughout the NLCNPA.

Recommendation 70

Construct new sidewalks along:

- 70.A. the south side of Applegate Drive, between North Lamar Boulevard and Brownie Drive
- 70.B. North Lamar Boulevard (several locations)
- 70.C. the west side of Brownie Drive, between West Applegate Drive and East Grady Drive
- 70.D. the north side of West Grady Drive, between North Lamar Boulevard and Georgian Drive
- 70.E. the entire north side of Powell Lane
- 70.F. the south side of East Lola Drive
- 70.G. the entire north side of Deen Avenue
- 70.H. the entire north side of Carpenter Avenue

¹⁷ Throughout this chapter, the term "pedestrian" includes those with mobility impairments or handicaps.



North Lamar Combined Neighborhood Planning Area

Sidewalk Recommendations

- 70.I. the south side of Diamondback Trail between Brownie Drive and the I-35 frontage road
- 70.J. either side of Turner Drive, between West Grady Drive and West Applegate Drive
- 70.K. either side of Georgian Drive, between Grady Drive and West Applegate Drive
- 70.L. either side of Jean Drive, between East Grady Drive and West Applegate Drive
- 70.M. either side of McMillan Drive, between East Grady Drive and West Applegate Drive
- 70.N. the south side of East Wonsley Drive, between Georgian Drive and the I-35 frontage road
- 70.O. the south side of Middle Lane, between North Drive and Capitol Drive

Refer to the *Sidewalk Recommendations* map on page 52.



Several main thoroughfares in the NLCNPA lack an improved sidewalk network. Areas near North Lamar Boulevard at Braker Lane (left) and Georgian Drive at Powell Lane (right) are examples of needed sidewalk construction or repair.

Recommendation 71

Repair or improve sidewalks along:

- 71.A. Georgian Drive, between US Highway 183 and Rundberg Lane
- 71.B. Oriole Drive
- 71.C. Slayton Drive

Recommendation 72

Explore the possibility of constructing a sidewalk or paved path from Ferguson Drive to Little Walnut Creek Elementary School to provide a safe route to school for students.

Objective T.2: Improve bicycle connections within, into, and through the neighborhoods of the NLCNPA.

Recommendation 73 Consider establishing bike lanes on Rundberg Lane to connect the NLCNPA to other areas of the City via Bicycle Route #14.¹⁸

Recommendation 74 Place signs along the existing bicycle routes to promote awareness to their existence and the possible presence of bicyclists.

Refer to the *Area Bicycle Routes* map on page 56.



Bicycle lanes are present throughout the NLCNPA. Route 47 (above) runs along Georgian Drive, south of Rundberg Lane.

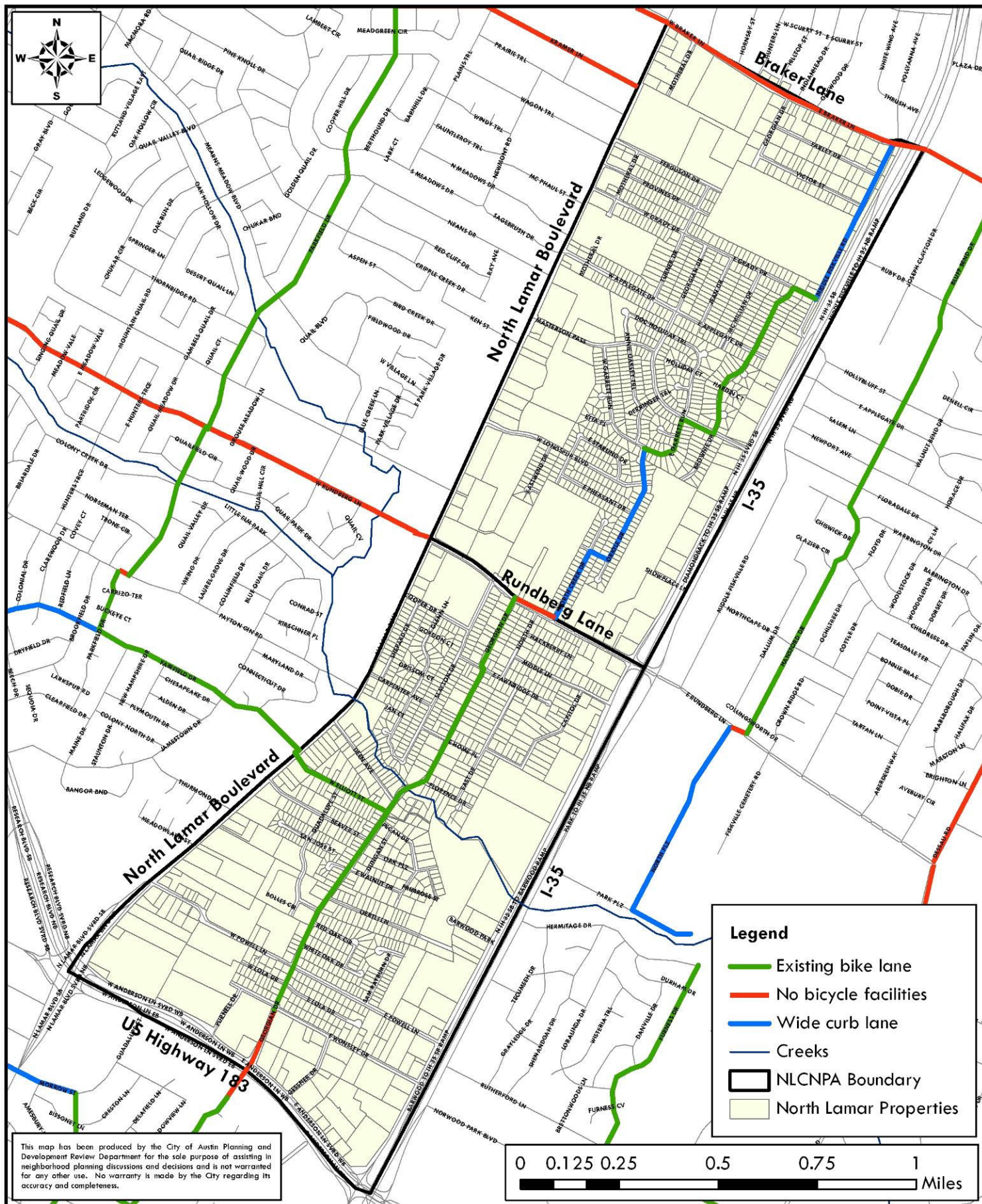
Objective T.3: Improve access to the NLCNPA pedestrian transportation network.

Recommendation 75 Construct Americans with Disabilities Act-compliant ramps at all intersections with sidewalks.

Objective T.4: Enhance the aesthetic quality of the NLCNPA pedestrian transportation network.

Recommendation 76 Add trees, shrubbery, and other greenery along sidewalks and other pedestrian pathways.

¹⁸ Be advised that specific bicycle route numbers may change after the adoption of this plan.



North Lamar Combined Neighborhood Planning Area

Area Bicycle Routes

Recommendation 77 Investigate the possibility of adding brick pavers, stamped concrete, or other decorative materials to sidewalks at significant intersections.

Recommendation 78 Where appropriate, place benches and/or shelters at Capital Metro bus stops throughout the NLCNPA.



Trees, streetlights, a sheltered bus stop, and decorative concrete add aesthetic value to the sidewalk along East 11th Street.

❖ **The safety of both pedestrians and motorists needs to be upheld and ensured.**

The NLCNPA is bounded by four major traffic corridors: North Lamar Boulevard, I-35, Braker Lane, and US Highway 183. Several neighborhood streets serve as cut-through routes, connecting these corridors to one another. These routes include Grady Drive, Masterson Pass/Diamondback Trail, Powell Lane, Beaver Street, and Georgian Drive (between US Highway 183 and Rundberg Lane). The accessibility and convenience of the major corridors has led to an increase in vehicular traffic and speed along the streets *within* the planning area, compromising the safety of those traveling throughout the NLCNPA.

Objective T.5: *The streets within the NLCNPA should be safer for pedestrians, bicyclists, and motorists.*

Recommendation 79 Conduct a traffic-calming study to determine possible design changes to the NLCNPA street network to facilitate traffic flow and reduce hazards throughout the neighborhood. If warranted, implement the recommendation(s) from the traffic-calming study. Special emphasis should be placed on the following thoroughfares:

- Grady Drive
- Masterson Pass-Diamondback Trail
- Powell Lane
- Georgian Drive, between US Highway 183 and Rundberg Lane
- East Drive
- Beaver Street



Residents on Grady Drive have reported many traffic-related issues for this residential street in the NLCNPA. Its width and lack of lane striping create hazardous traveling conditions.

Recommendation 80

Communicate with the Austin Police Department regarding the enforcement of traffic regulations throughout the NLCNPA. These traffic regulations include:

- Speeding
- “No Through Trucks,” especially along Grady Drive
- Jaywalking

Recommendation 81

Consider reducing speed limits from 30 mph to 25 mph on appropriate neighborhood residential streets.

Recommendation 82

Identify intersections where stop signs may be appropriate, including:

- 82.A. Beaver Street at Guadalupe Street
- 82.B. Masterson Pass-Diamondback Trail at Doc Holliday Trail

Recommendation 83

To ensure appropriate driving conditions throughout the NLCNPA, consider adding lane striping to the following streets: