

- 83.A. Brownie Drive
- 83.B. Masterson Pass-Diamondback Trail
- 83.C. Grady Drive

❖ **North Lamar Boulevard should be a safe route for both pedestrians and bicyclists.**

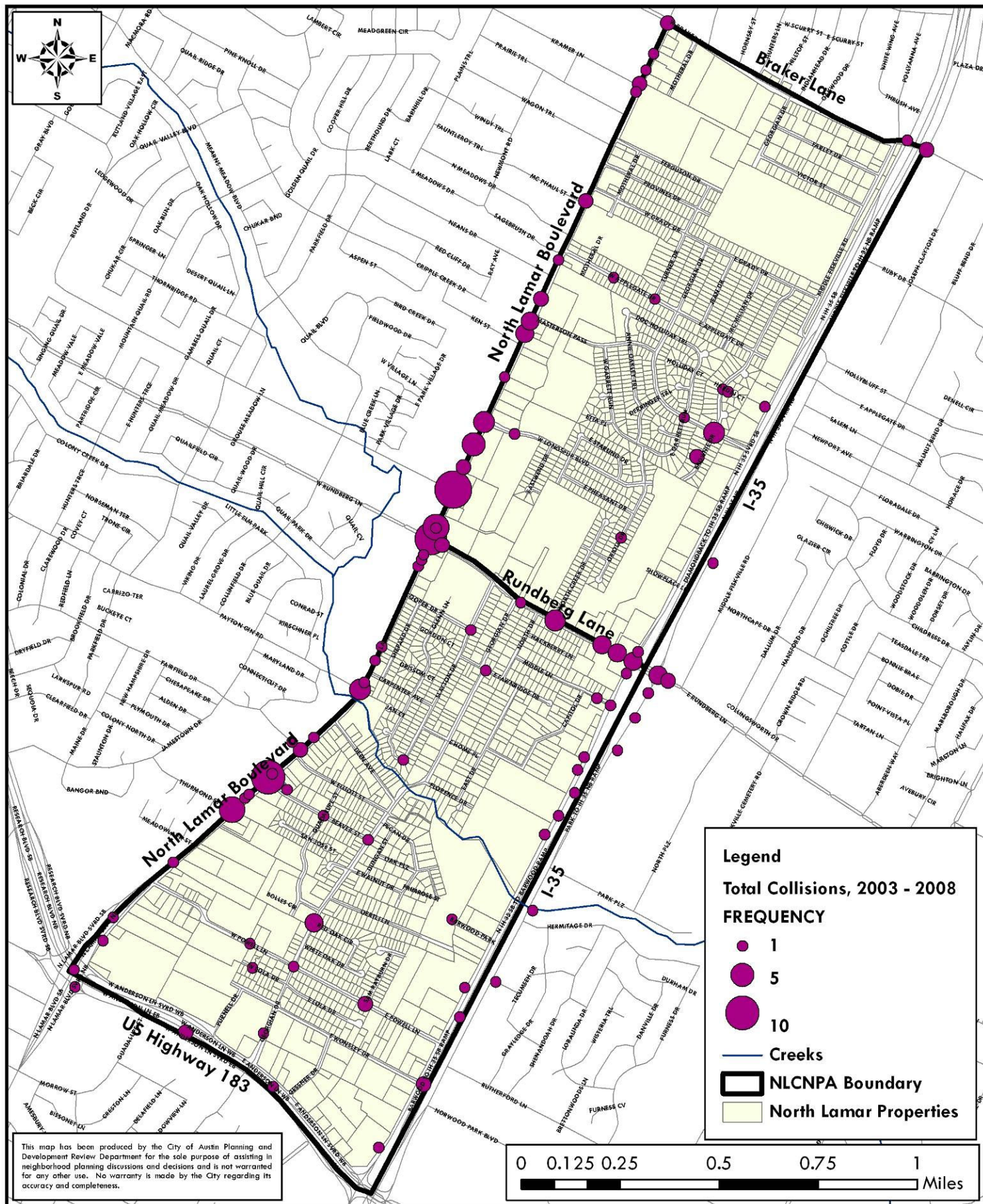
North Lamar Boulevard is a primary north-south route through Austin. Serving as the NLCNPA's western boundary, it is a wide five-lane roadway characterized by an almost continuous line of commercial establishments including the HEB, Chinatown, and Crockett shopping centers. Curb cuts dot the entire thoroughfare, increasing the number of access points to and from all of these establishments. The curb cuts, intense commercial uses, and high volume of vehicular and pedestrian traffic can create hazardous transit conditions for those traveling along North Lamar Boulevard. Long distances between signalized intersections (i.e., those with stoplights) further contribute to a transportation corridor suited to vehicular traffic and little else. All of these factors have contributed to a number of automobile collisions with both pedestrians and bicyclists along this route in recent years. Refer to the *Motor Vehicle Collisions with Pedestrians, 2003 - 2008*, map on page 60.



North Lamar Boulevard is a wide, highly traveled roadway with numerous commercial establishments and curb cuts along the western length of the NLCNPA (right side of picture).

Objective T.6: Improve the safety of pedestrians traveling along North Lamar Boulevard.

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| Recommendation 84 | Consider reducing speed limits along North Lamar Boulevard. |
| Recommendation 85 | Study the feasibility of placing signalized, mid-block crosswalks along North Lamar Boulevard. |
| Recommendation 86 | Study the feasibility of constructing pedestrian refuge islands, such as raised medians, along North Lamar Boulevard. |



North Lamar Combined Neighborhood Planning Area **Total Motor Vehicle Collisions with Pedestrians, 2003 - 2008**

Recommendation 87 Develop a plan and implementation strategies that reduce the number of curb cuts along North Lamar Boulevard.

Recommendation 88 Study the feasibility of providing reusable, reflective vests and/or flags for pedestrians at various crosswalks along North Lamar Boulevard.



The construction of pedestrian refuge islands (shown at left) can lessen the amount of collisions between pedestrians and motor vehicles at or near dangerous pedestrian crossings along North Lamar Boulevard (right).
Photo at left courtesy of: <http://www.livablestreets.com/streetswiki/pedestrian-refuge-island>

Objective T.7: Improve education and outreach to residents regarding the correct places and times to cross streets, including North Lamar Boulevard.

Recommendation 89 Develop various educational tools and materials in English, Spanish, and other languages that promote pedestrian safety. These tools could include:

- Pamphlets
- Signs
- Public service announcements

Recommendation 90 Distribute educational materials throughout the NLCNPA to residents, business-owners, and schoolchildren.

Recommendation 91 Add small signs at signalized crosswalks with a universal symbol meaning “Stop Here.” This symbol should be recognizable and understood without any language barriers.

❖ **Traffic flow along North Lamar Boulevard should be improved.**

A main commercial thoroughfare for many north Austin neighborhoods, North Lamar Boulevard is highly trafficked by all modes of transportation: personal and commercial vehicles, mass transit (i.e., buses), and pedestrians. Several disruptions have impeded motorists’ travel along this increasingly busy roadway. In addition to the high volume of pedestrian usage, efficient travel along North Lamar Boulevard has been affected by lane

blockages at or near bus stops by Capital Metro buses and by the poor design of the roadway, especially at and near its interchange with US Highway 183. As these disruptions are minimized, traffic flow should be maintained at a proper level so to ensure the safety of all users of North Lamar Boulevard.



A "Right Turn Only" lane could alleviate traffic at the intersection of North Lamar Boulevard at Rundberg Lane.

Objective T.8: Improve traffic flow along North Lamar Boulevard.

Recommendation 92 Investigate different methods to ease or improve the flow of bus traffic along North Lamar Boulevard. These methods could include:

- Dedicated bus pullout or turnout lanes
- Bus bulbs

Recommendation 93 Consider the placement of "Right Turn Only" lanes at major intersections along North Lamar Boulevard.

Recommendation 94 Investigate and implement design alternatives to the interchange of North Lamar Boulevard and US Highway 183.

Recommendation 95 Investigate and implement design alternatives to the intersection near North Lamar Boulevard and Powell Lane, including the northbound merge lane from the US Highway 183 frontage road.

Recommendation 96 Determine the feasibility of synchronizing traffic signals along North Lamar Boulevard.



The interchange near North Lamar Boulevard and US Highway 183 is dangerous for both drivers and pedestrians.

❖ **Travel within the neighborhoods shall be efficient and free of physical barriers.**

Barriers prevent efficient and safe pedestrian and motor vehicle travel throughout the NLCNPA. Along several streets, vehicles are illegally or improperly parked, limiting access to neighborhood streets and sidewalks. In other locations, especially along several narrow streets, travel is obstructed by *legally* parked cars. In both instances, parked vehicles limit motorized and pedestrian travel throughout the planning area and, on occasion, these vehicles also block access to fire hydrants and public rights of way.

Objective T.9: Implement and enforce front yard parking regulations throughout the NLCNPA.

Recommendation 97 Provide educational materials to neighborhood stakeholders regarding the Front Yard Parking Ordinance and the proper use of 311.¹⁹

Recommendation 98 Ensure the inclusion of particular portions of the NLCNPA within the Restricted Parking Areas Map of the Front Yard Parking Ordinance.



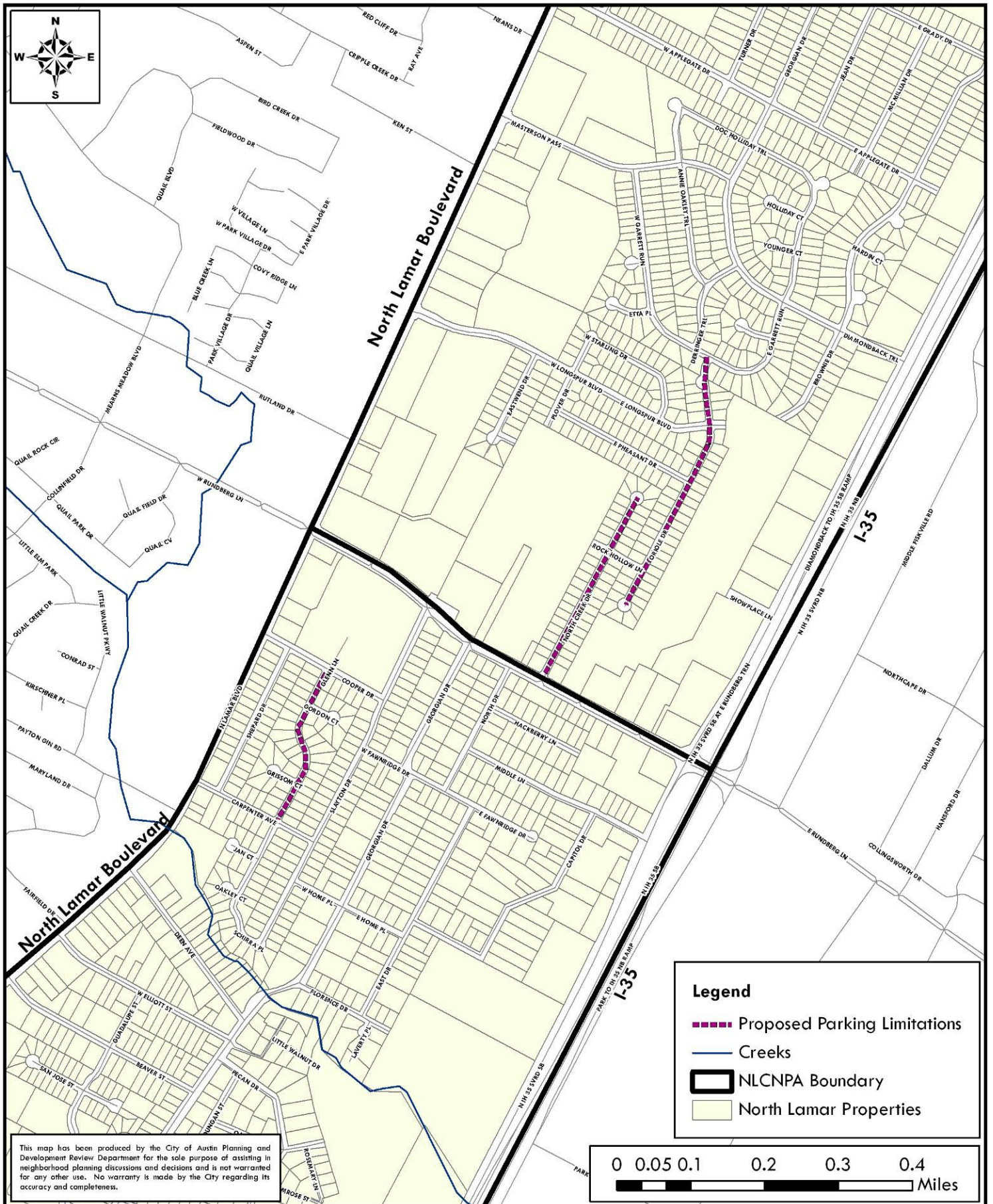
Excessive parking on yards (above) and residential streets (Glenn Lane, right) limit pedestrian and vehicular travel through the NLCNPA.

Objective T.10: Provide requirements for legally parked cars along streets within the NLCNPA.

Recommendation 99 Study the feasibility of limiting parking to only one side of interior, residential streets within the NLCNPA. These streets include:

- North Creek Drive
- Oriole Drive

¹⁹ See the *Properly Reporting Code Enforcement Issues to 311* informational box on page 29.



North Lamar Combined Neighborhood Planning Area

Proposed Street Parking Limitations

- Glenn Lane, between Carpenter Avenue and Cooper Drive

Refer to the *Proposed Street Parking Limitations* map on page 64.

Recommendation 100 Study the feasibility of initiating the residential parking permit program on Grady Drive, especially near its intersection with Motheral Drive.

- ❖ **Travel within the neighborhoods shall be safe and free of psychological barriers.**
Not all barriers are physical; they can also be psychological. Street-level crime, poorly maintained properties, and a general lack of security within the NLCNPA have heightened the concern for personal safety among users of its pedestrian transportation network. These issues have created an environment where people are afraid to use the neighborhood's sidewalks, bicycle lanes, and bus stops.



Well-lit bus stops provide more security to transit users.
Photo courtesy of: <http://annahidayah.wordpress.com/2009/06/16/heart/>

Objective T.11: Improve the safety of pedestrians.

Recommendation 101 Design an educational outreach program to provide information regarding personal safety to those using the pedestrian transportation networks of the NLCNPA.

Recommendation 102 Consider placing emergency call boxes along pedestrian pathways within the NLCNPA.

Recommendation 103 Improve street lighting throughout the NLCNPA.

Objective T.12: Improve security at Capital Metro bus stops.

Recommendation 104 Increase patrols near all Capital Metro bus stops within the NLCNPA.

Recommendation 105 Provide better lighting at or near Capital Metro bus stops within the NLCNPA.

❖ **Transit options should be readily accessible to everybody in the NLCNPA.**

In recent years, North Austin, including the NLCNPA, has experienced considerable growth which has increased congestion and compromised efficient and sustainable mobility throughout the region. Alongside unstable fuel prices, increased traffic congestion will force the community to examine more efficient and sustainable transportation options. These options could include an enhanced bus system, light or commuter rail lines, and an improved pedestrian network. Providing transit alternatives, especially along already heavily-trafficked corridors, will result in an overall safer, cleaner, and healthier neighborhood and environment.

Objective T.13: Provide transportation alternatives to those who live, work, or visit the NLCNPA.

Recommendation 106 Improve bicycle connections between the NLCNPA and the Crestview Capital Metro rail stop.

Recommendation 107 Consider a future light rail line along or near North Lamar Boulevard.

Objective T.14: Improve Capital Metro bus services along North Lamar Boulevard.

Recommendation 108 Improve connections to the east-west bus routes located along the 1L and 1M bus lines.

Recommendation 109 Provide route information at every bus stop. This information should include:

- Schedules
- Maps
- Connecting lines