

Berkman from 51st Street to 290 Quarter Cent

Project Comment Summary

Berkman Drive from East 51st Street to US 290 is a named Quarter Cent project. A total of \$60,000 has been identified to address multiple transportation safety and mobility needs. The Austin Transportation Department conducted a community listening session on April 18th, 2016 as well as a planning charrette on June 30th. The following summarizes comments received from the community at both events, as well as via email and phone correspondence. If you have further feedback on the project please contact Nathan Wilkes at nathan.wilkes@austintexas.gov or 512-974-7016.

Location Category / Item	Description	Level of Support
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General

Traffic congestion	Berkman is very busy 7-9AM, 4-6PM.	
Turning issues	No center turn lane in general, lack of left turn lanes causes traffic to back up, and cars use bike lanes to pass.	
Passing in bike lane	People using bike lane as passing lane instead of waiting for people to make a left turn creating an unpredictable and unsafe condition. Unclear whether it's permitted to pass in bike lane.	Moderate
Pedestrian crossing issues	Needs safer crossings for bicycle and pedestrian. Infrequent formal pedestrian crossings that are marked and signed.	Strong
Parking and visibility issues on side streets	Poor visibility due to parking up to stop signs on side streets. Vehicles waiting to turn on side streets are in the middle of the lane resulting in near misses. Vegetation also limits visibility.	Moderate
Speed limit	Move 35mph sign to south of Briarcliff. Request for speed limit to be reduced to 30 MPH.	
Bicycle routing	Request to put bikes on Belfast, not Berkman from Broadmoor to Glencrest and change East/West stop signs on Belfast to prioritize North/South bike travel.	Moderate
Bicycle routing	Support for the bike lanes especially as Windsor Village businesses grow.	Moderate
Bicycle safety	Question if bicyclists are unsafe or just uncomfortable due to southbound vehicles turning right onto 51st Street.	
Bus Stop spacing	Look at making stop spacing more regular. Make sure that this syncs up with new lane configurations and the protection in the bike lane breaks.	
Corridor study	Suggestion for a comprehensive corridor study.	

North of 290

NB lane merge N of 290	Northbound lanes merge just north of 290, causing confusion or dangerous situations; might prefer only one through lane northbound rather than two that immediately merge into one. Through traffic going to Cameron cuts through, requested this configuration to cut that back. (This is already moving forward as part of the Berkman Project north of 290).	
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South of 290

Slip lane	Three through lanes on westbound 290 frontage, would support removing slip lane.	
Southbound merge	Issues with southbound merge.	

Location Category / Item	Description	Level of Support
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Heavy lefts	Access to supermarket and future fast food is bad at this intersection. Cars turning onto Patton back up turning left; block turn into grocery store and other businesses.	
Heavy lefts	Create left turn lane into Pollo Regio by taking space from tapering median.	
Pedestrian safety	Huge curb cuts in front of the Short Stop (east side, south of 290). Request to remove some or consolidate.	
Northbound bike merge	Northbound bicycle lane crosses traffic lane and is not comfortable.	
Cut through traffic at El Rancho driveway	Right turning vehicles to southbound Berkman coming out of the El Rancho driveway.	

At Patton

Southbound lefts	Heavy southbound lefts onto Patton causing conflicts blocking traffic behind the car. Difficult to turn left to southbound Berkman.	Strong
Pedestrian crossing	Safer pedestrian crossing desired to access El Rancho Supermarket and bus stop.	Moderate
Too narrow	Too narrow for two parking lanes and two-way traffic, particularly turning onto Patton. Passing is difficult.	

At Wheelless (north)

Heavy lefts	Heavy northbound lefts onto Wheelless causing conflicts blocking traffic behind the car.	
Pedestrian crossing	Safe pedestrian crossing requested to access bus stop.	

At Wheelless (south)

Southbound lefts to school	Heavy lefts onto Wheelless for school access / Left turn lane needed.	Moderate
Northbound lefts	A median island will make it hard to turn into the Wesley school.	
Driveway alignment	Propose aligning the Memorial United Methodist Church driveway with Wheelless Lane.	
Pedestrian crossing	Safer crossing across Berkman south of Wheelless needed (at existing marked crosswalk).	Moderate

At Briarcliff

Northbound left turn lane	Extend northbound left turn lane at Briarcliff due to long reported queues.	Moderate
Left turn lanes	Intersection with protected lefts works well.	
School zone	Crossing guards are on south side of Briarcliff/Berkman. School zone should extend to include this area.	
Pedestrian crossing	Report of seeing near misses with kids going to Harris Elementary.	

North of Northridge

Pedestrian crossing	Ped crossing needed to Windsor Village businesses/strip mall/bus stops.	
Right turn lane	Need right turn into shopping center with Bealls, CVS, etc.	

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Northridge

Pedestrian crossing	Safer crossing requested.	Strong
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Ridgehaven

Northbound lefts	Heavy northbound lefts reported.	
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Larkwood

Left turn access	Request for turn lane but unclear whether it is for north or south bound Berkman.	
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Rogge/ Suffolk

Crosswalk signage	Crosswalk signage at Rogge is stacked and not readable.	
Heavy lefts	Heavy lefts reported and center left turn lane requested onto Rogge.	Moderate
Signal	Request for a signal at Rogge.	Strong
Pedestrian crossing	Requested improved pedestrian crossing. Need additional crosswalk across Berkman, on the north side of the intersection with RRFB or other crossing help. One citizen said that Rogge was her top priority due to Blanton Elementary.	Strong
Turning issues	In AM, difficult to turn make left turn onto westbound Rogge due to school traffic.	Moderate
Bus stop location	Requested a bus stop at Rogge and Berkman. The 300 bus turns right onto Berkman at Rogge and stops for the first time 3 blocks to the north. From HEB this is a long walk. First stop is at Larkwood.	

Westmoor

Left turn and crossing	Reported difficult left turn and difficult crossing. Comment did not say which direction. Comment did not say for pedestrian or vehicle.	Moderate
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Broadmoor

Visibility at Broadmoor	Cars parking on west side of Berkman south of Broadmoor block visibility when turning from Broadmoor to Berkman	
Issues turning onto Berkman	Due to volumes on the street there are issues turning onto Berkman from eastbound Broadmoor. A center turn lane could help or a signal at Rogge could relieve this.	
Northbound lefts	There are heavy northbound lefts	

Greenbrook Pkwy

Pedestrian crossing	Safe crossing to Bartholomew Park needed, Rectangular Rapid Flash Beacon (RRFB), Pedestrian Hybrid Beacon (PHB), or island wanted. Pedestrian visibility is an issue and access from driveway is tricky.	Strong
Southbound lefts	Left turn lane need onto Greenbrook for heavy southbound lefts.	
Left turns from Greenbrook	Issues turning left from Greenbrook to Berkman.	Moderate
Bridge in Bartholomew Park	Use existing Bridge in park as part of bike route.	

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51st Street

Southbound bicycle lane	Southbound bicycle lane approaching 51st Street is blocked by cars making right turns onto 51st. Need better bicycle accommodation. Not comfortable with kids.	Moderate
Shared bicycle conditions	Suggested having cyclists use sidewalk along street and extending southbound turn lane approaching 51st Street.	
Service station left turn conflicts	Conflicts with left turns out of service station to northbound Berkman, particularly the southernmost driveway.	Strong
Recent intersection changes	Support for recent changes to the Berkman and 51st intersection.	

Other

Linda Lane traffic calming	Request for speed bumps on Linda Lane. Children walk to and from school, people walk down the street to the store, a lot of residents park on the street and pets also cross the street. People also round the corner off Peggy on to Linda and drive fast.	
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