LOYOLA LANE

Between Crystalbrook Drive and Johnny Morris Road

PROJECT DESCRIPTION

This project proposes converting existing curbside and pull-out stops to floating stops. In addition, a new stop pair plus a pedestrian hybrid beacon signal is proposed at the apartment complex west of Johnny Morris Road.

BENEFITS AND ISSUES ADDRESSED

This segment of Loyola Lane serves one Frequent Local route and two Local routes. The Austin Strategic Mobility Plan designates this section of Loyola Lane as a future high-capacity transit corridor, and in 2025 CapMetro will begin operating new Project Connect MetroRapid bus service on the corridor. Loyola Lane has two lanes in each direction separated by a median with sidewalks and bike lanes on both sides. Buses experience delay at the intersection with Johnny Morris Road. Bus stop upgrades to floating stops will resolve the existing conflict between buses and bikes by bringing the bike lane to curb level at the stops. Adding a new stop pair with a pedestrian hybrid beacon signal at the apartment complex west of Johnny Morris will provide safer, more direct access to transit.

BEST PRACTICES

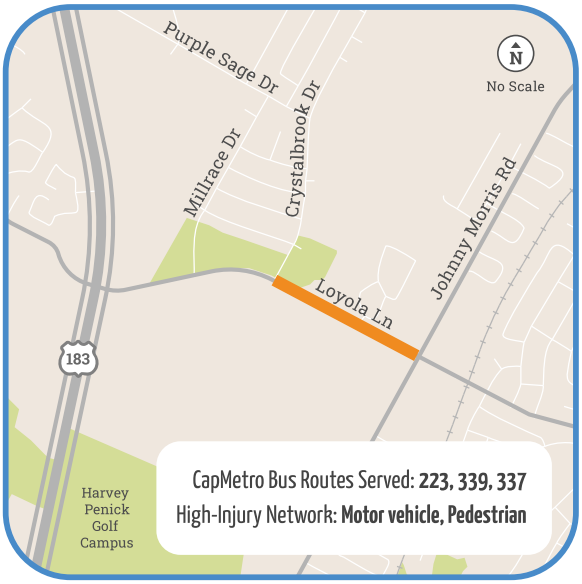
It is important to space bus stops adequately to balance accessibility and mobility of transit service. CapMetro has bus stop spacing standards that vary based on the route service type (Frequent route, Local route, etc.).

Lavaca Street and Eighth Street in Austin
Source: Google Street View

PROJECT SCORE

Speed/Reliability Needs: ✓✓✓
Access Needs: ✓✓✓
Equity Needs: ✓✓✓

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost**: $1.2M for design and construction
- **Potential Funding Sources**: 2020 Austin Mobility Bond funds, CapMetro ILA funds
- **Project Duration from Conceptual Design through Construction**: Medium (2-5 years)

PUBLIC FEEDBACK

"Too much traffic and buses have to cross all lanes to turn onto Johnny Morris."