

BLUEBONNET LANE AND MELRIDGE PLACE

BACKGROUND

Bluebonnet Lane and Melridge Place provides access to Zilker Elementary School, Little Zilker Park, businesses, and the Zilker and South Lamar neighborhoods.

Austin Transportation has received requests from local residents for upgrades to the existing protected bikeway and pedestrian crossings for Bluebonnet Lane and Melridge Place. There is also an opportunity to extend the protected bikeway south on Bluebonnet Lane in coordination with routine street maintenance (resurfacing and restriping) between South Lamar Boulevard and Del Curto Road.

The proposed changes were identified from recommendations in the Austin Bicycle Plan, the Corridor Mobility Program's South Lamar Corridor Project, Safe Routes to School Infrastructure Reports, and the Austin Strategic Mobility Plan.

COMMENT PERIOD

The comment period for this project will be open through Sunday, February 23, 2020. Please submit feedback through the project survey. For questions, please contact:

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FUNDING

The 2016 Mobility Bond dedicates \$137 million to local mobility projects. The Local Mobility Program is enhancing mobility, safety, and connectivity by funding construction of new infrastructure like bikeways, sidewalks, and urban trails as well as improvements to existing infrastructure.

Funding for this project is available from the Bikeways, Safe Routes to School, and Corridor programs of the 2016 Mobility Bond.

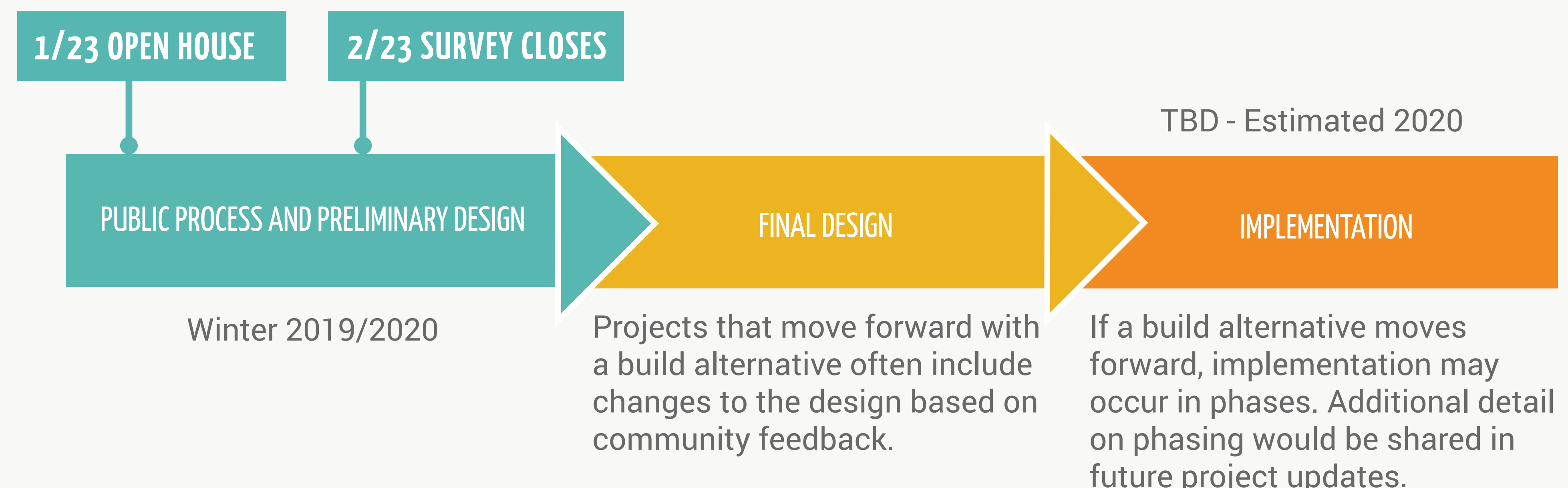
LEARN MORE

For more information about this project, the progress of the All Ages and Abilities Bicycle Network, or the 2016 Mobility Bond, visit the following AustinTexas.gov webpages:

[/BLUEBONNETLN](#)
[/AAABIENETWORK](#)
[/2016BOND](#)

TIMELINE

The project timeline is subject to change pending the outcome of the public process and coordination with other projects. Sign-up for the project email updates to stay informed of the project status.

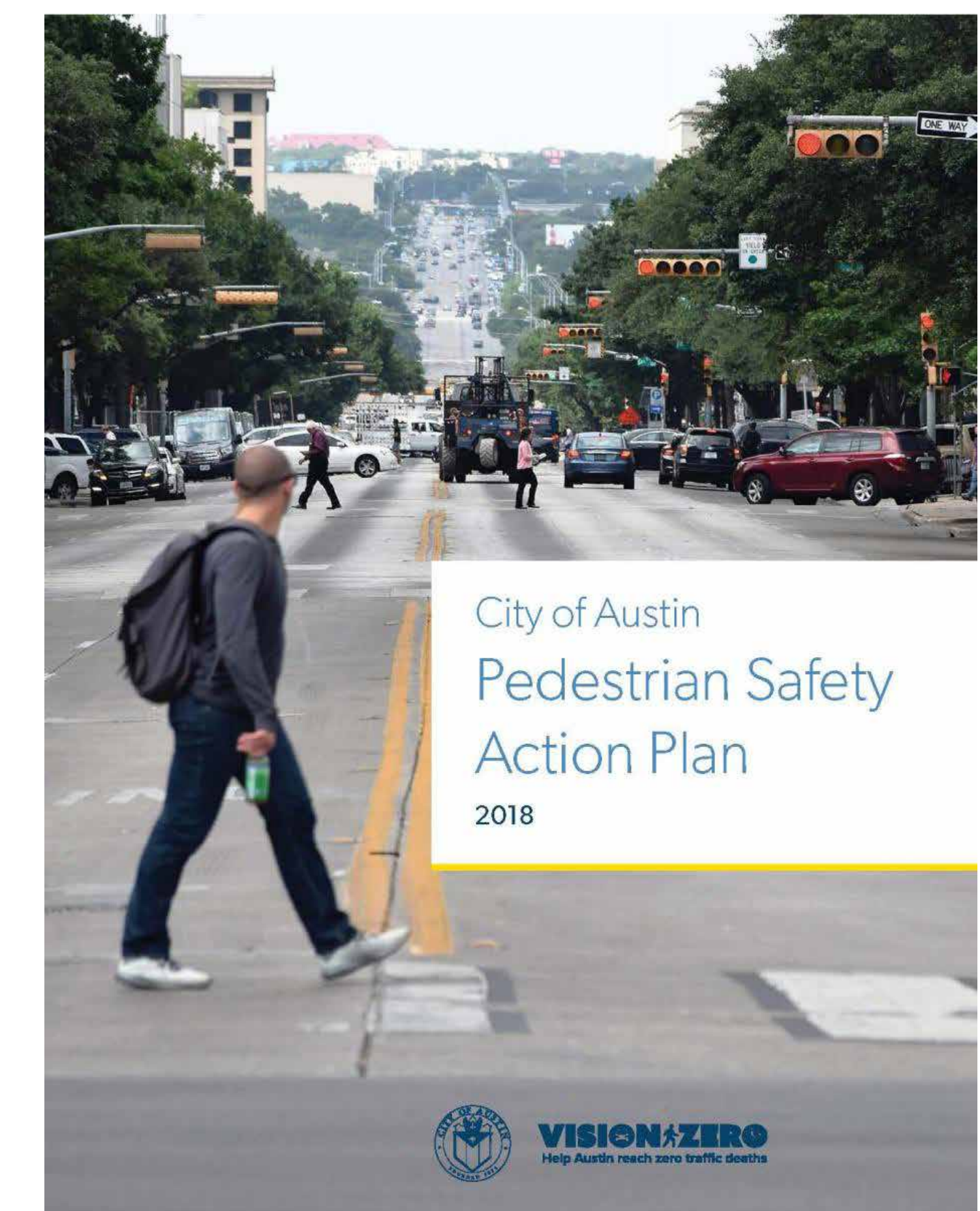


CITYWIDE POLICY DIRECTION

This project is informed by citywide plans and policies including Imagine Austin Comprehensive Plan (2012), Austin Strategic Mobility Plan (ASMP, 2019), Austin Complete Streets Policy (2014), Vision Zero Action Plan (2016), Austin Bicycle Plan (2014), Pedestrian Safety Action Plan (2018), and Safe Routes to School Infrastructure Reports.



AUSTIN
complete
streets



PROJECT OVERVIEW



Austin's [All Ages and Abilities Bicycle Network](#) was adopted by City Council through the Austin Bicycle Plan and Urban Trails Plan in 2014, and recently updated in the Austin Strategic Mobility Plan (ASMP).

According to the ASMP, Bluebonnet Lane and Melridge Place are [Level 2](#) streets. There are approximately 5,100 vehicles per day traveling on Bluebonnet Lane near South Lamar Boulevard and approximately 3,100 vehicles per day on Melridge Place near Rabb Road.

To provide a comfortable all ages and abilities bikeway on these streets, the [ASMP recommends protected bicycle lanes](#).



PROPOSED CHANGES

MELRIDGE PLACE/BUEBONNET LANE FROM RABB ROAD TO RABB GLEN STREET

Did you know? Bluebonnet Lane and Melridge Place are home to the first protected bikeway in Austin. It was installed 9 years ago in 2011.



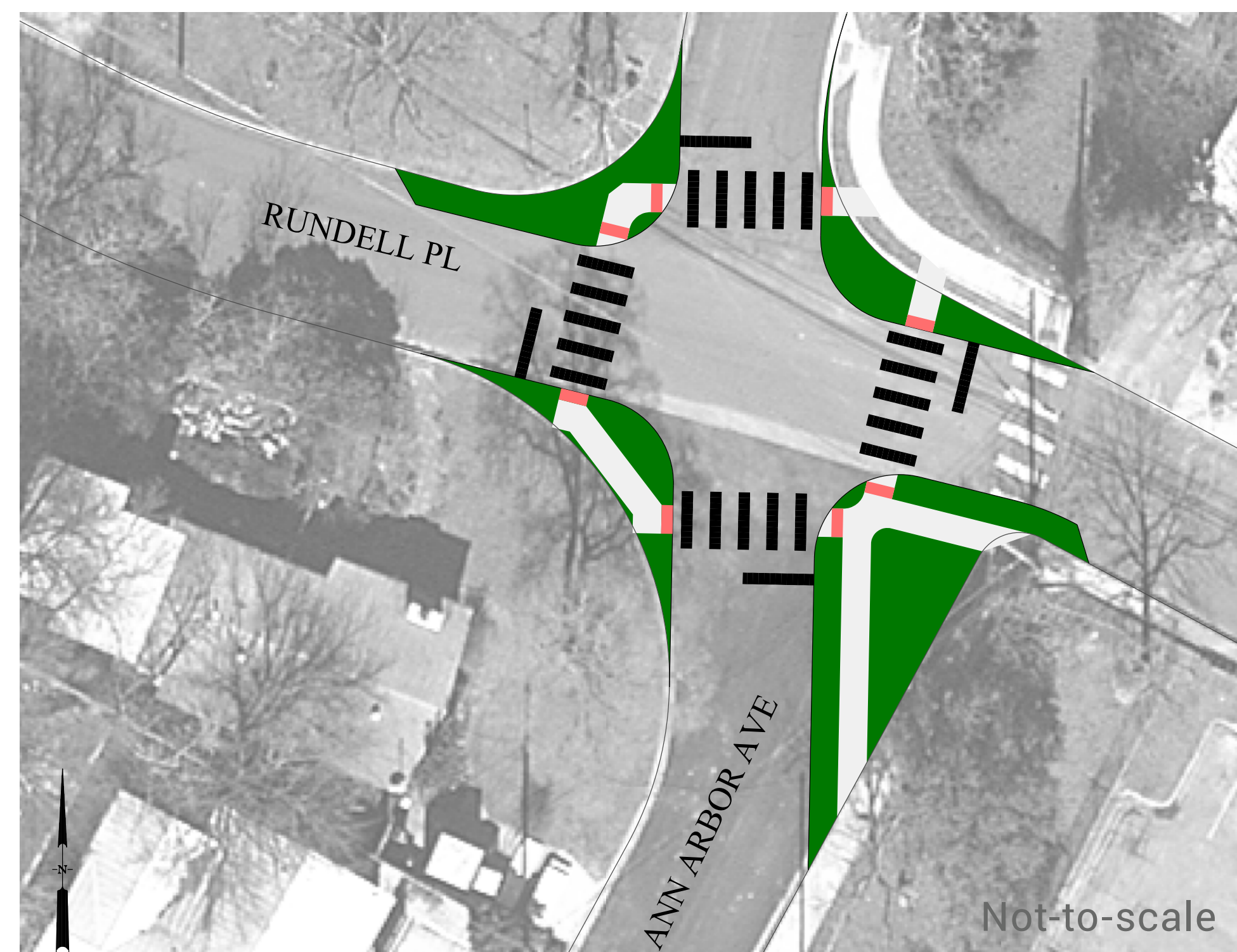
The existing two-way protected bikeway on Melridge Place/Bluebonnet Lane is protected using flexible posts (“flex posts”).

This project proposes to upgrade the physical protection to concrete traffic buttons similar to the protected bikeway found on Barton Hills Drive.

Pedestrian crossing islands are proposed at Ashby Drive, Anita Drive, Ford Drive, Hether Street, midblock at Little Zilker Park, Meadowridge Drive, and Rabb Glen Street. Crossing islands allow people walking to stop and scan for oncoming traffic one lane at a time. The crossing islands also slow motor vehicle traffic and improve driver yielding behavior. Some of proposed pedestrian crossing islands would require localized restrictions to on-street parking. See the preliminary design for details.

Planters are also under consideration pending a maintenance agreement with neighborhood partners.

◀ Curb extensions are proposed at Ann Arbor Avenue and Rundell Place to shorten crossing distances.

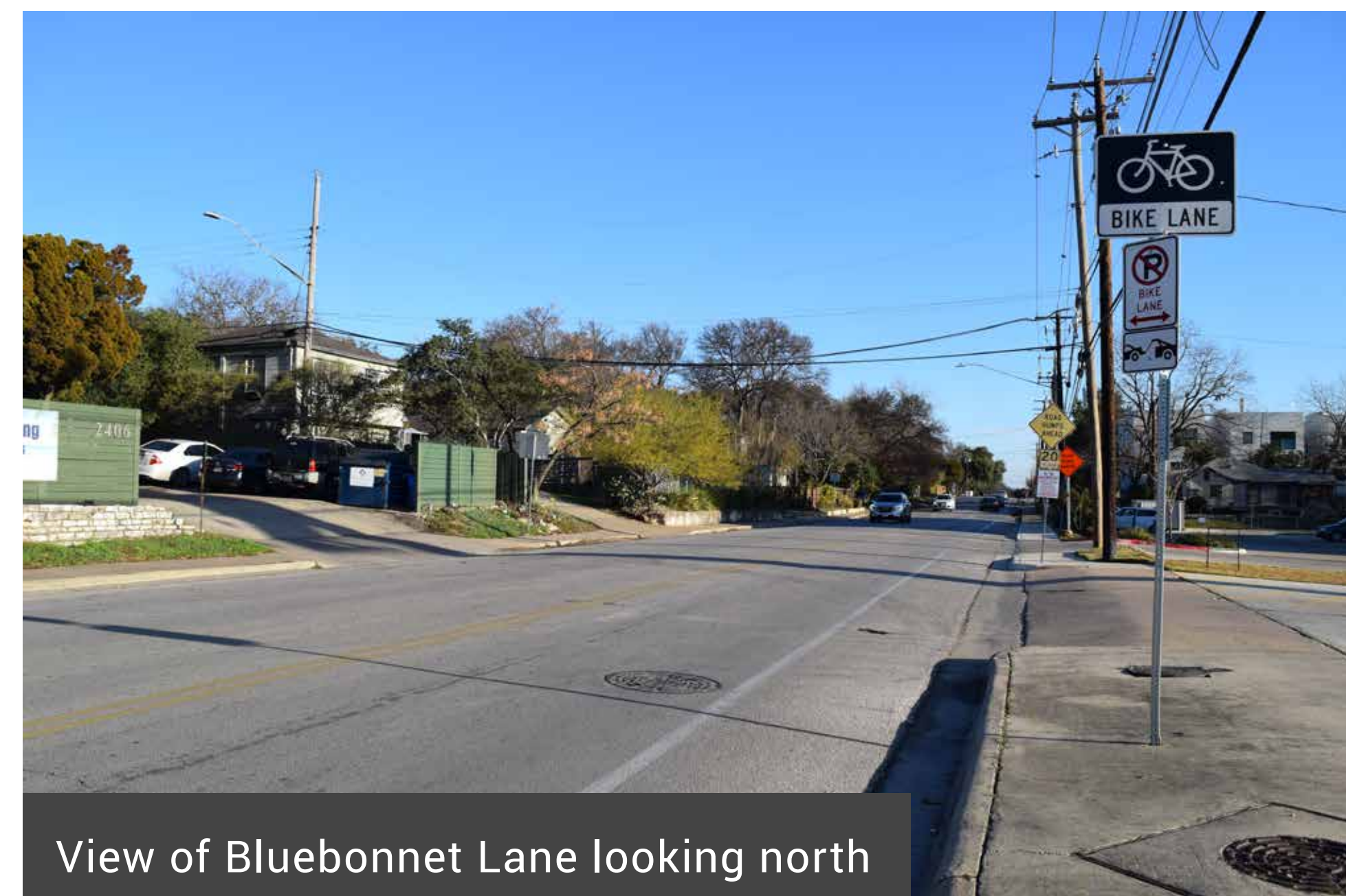
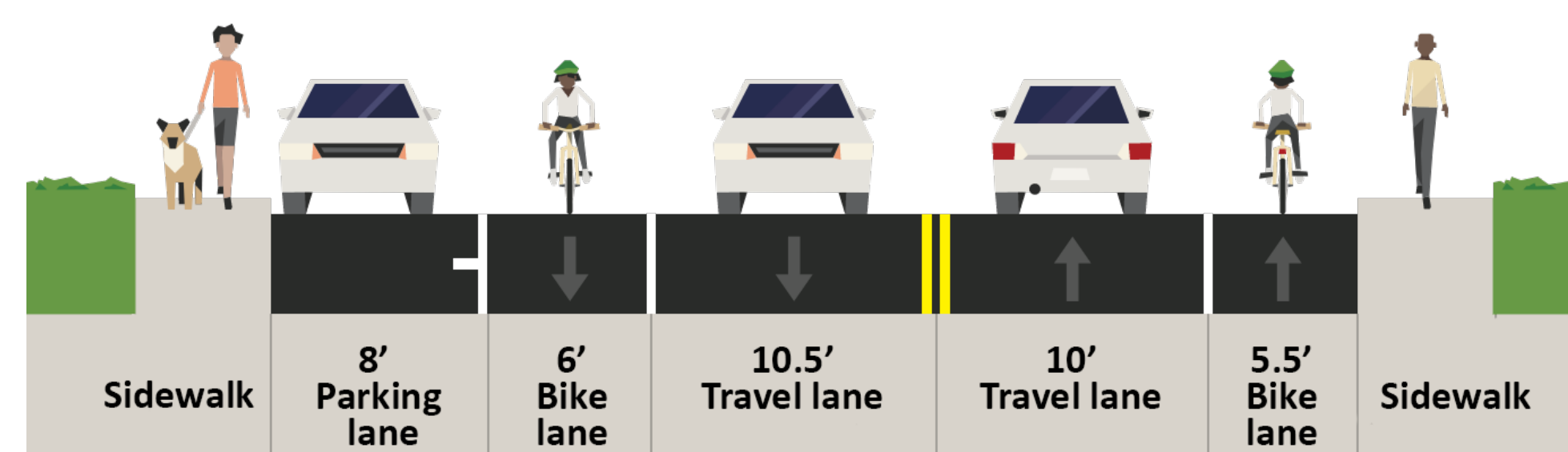


Above: Example of a pedestrian crossing island and a two-way protected bikeway constructed using concrete traffic buttons and planters on Barton Hills Drive

PROPOSED CHANGES

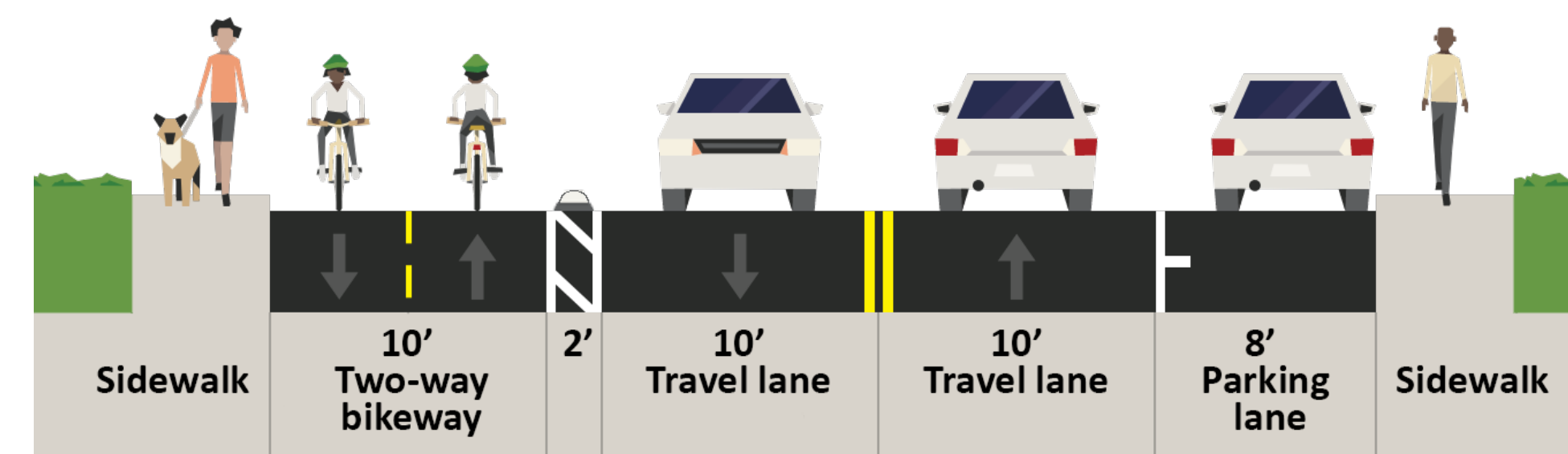
BLUEBONNET LANE FROM RABB GLEN STREET TO SOUTH LAMAR BOULEVARD

EXISTING MIDBLOCK CROSS-SECTION

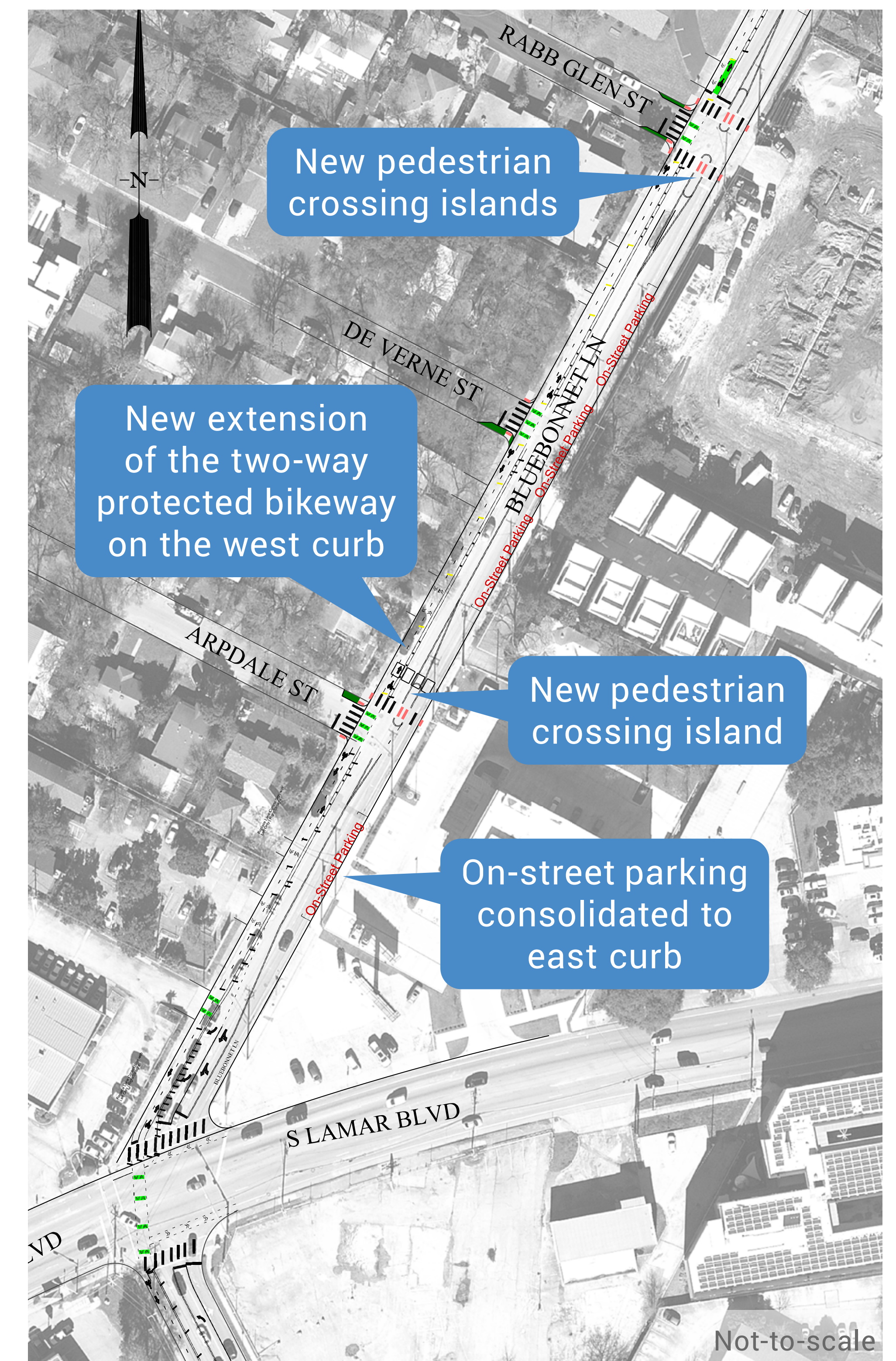


Bluebonnet Lane from Rabb Glen Street to South Lamar Boulevard is currently one travel lane in each direction with one-way painted bicycle lanes, parking on the west curb, and sidewalks on both sides.

PROPOSED MIDBLOCK CROSS-SECTION



This project proposes to reconfigure this section of Bluebonnet Lane to extend the two-way protected bikeway on the west curb and consolidate on-street parking to the east curb. One general travel lane in each direction and the existing sidewalks would be maintained.



Consolidating the on-street parking to the east curb results in a slight increase in the number of parking spaces. The proposed pedestrian crossing islands at Arpdale Street and at Rabb Glenn Street would require localized parking restrictions. See the preliminary design for details.

PROPOSED CHANGES

BLUEBONNET LANE FROM SOUTH LAMAR BOULEVARD TO DEL CURTO ROAD

Improve visibility by squaring up right turns for motor vehicles onto South Lamar Boulevard from the southbound approach

Change southbound approach to a right and through/left configuration

New bicycle signal

Additional changes to the Bluebonnet Lane and South Lamar Boulevard intersection are proposed by the Corridor Program in the [South Lamar Corridor Mobility Plan](#). These changes would be constructed in a future phase.

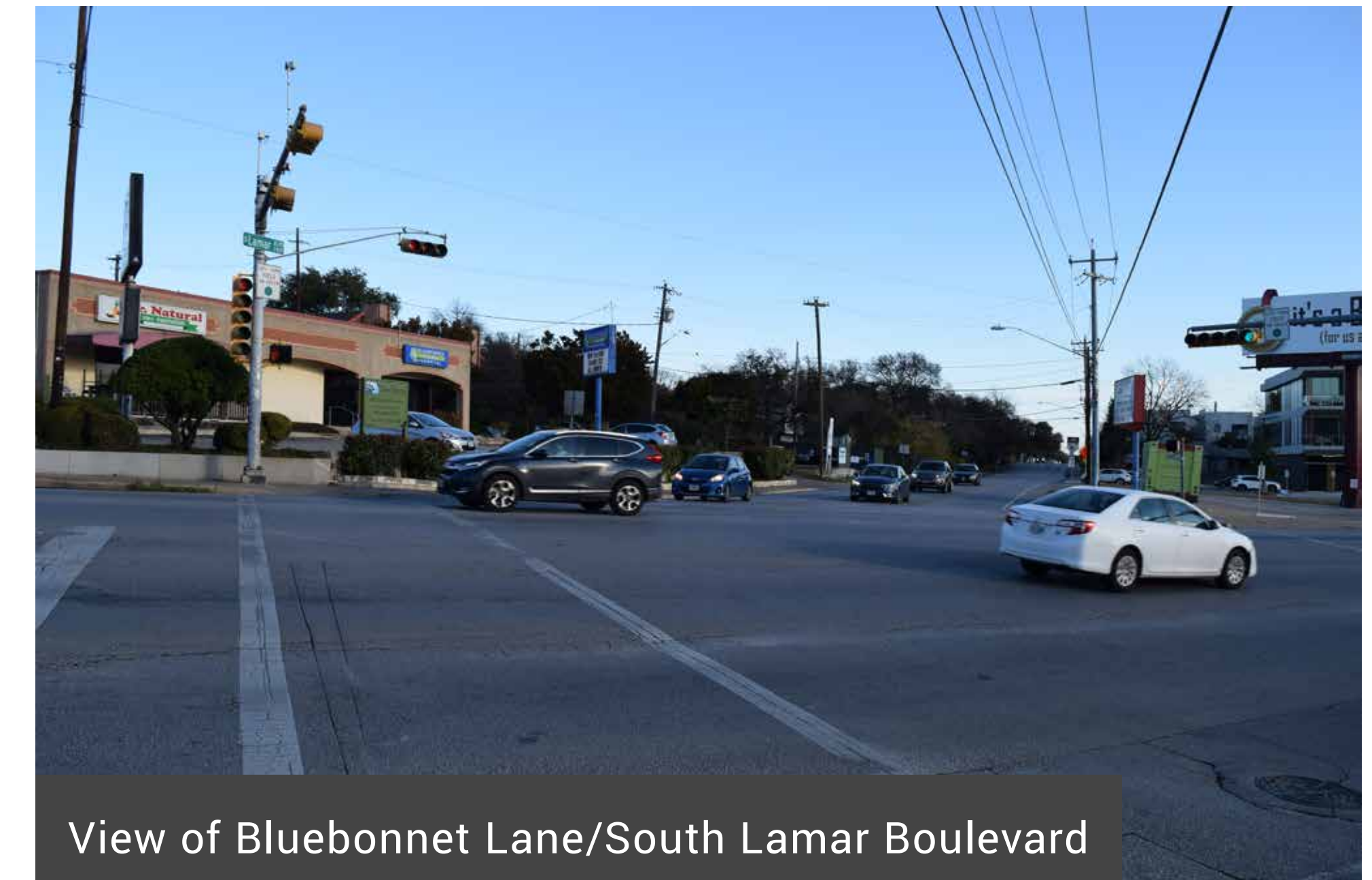
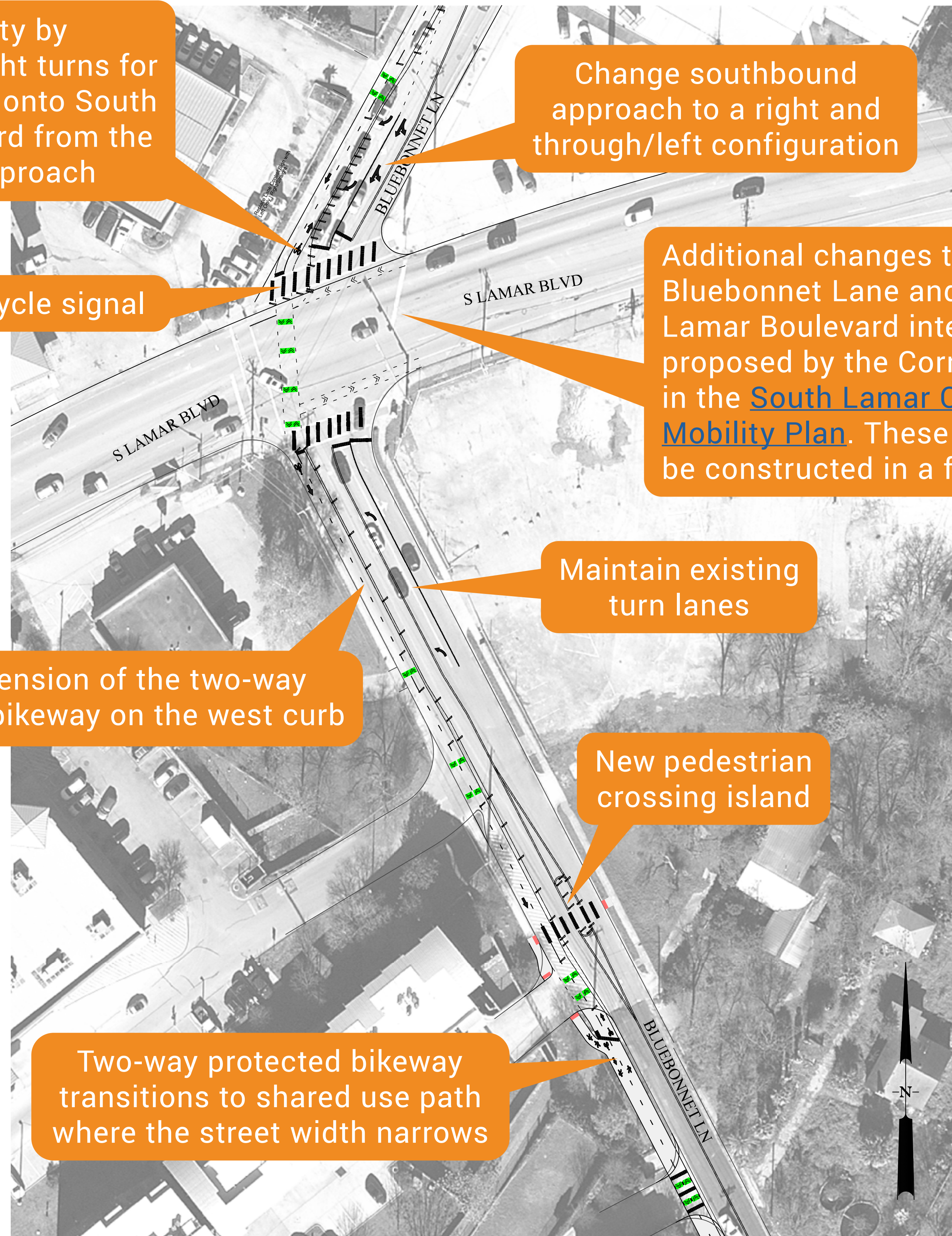
Maintain existing turn lanes

New extension of the two-way protected bikeway on the west curb

New pedestrian crossing island

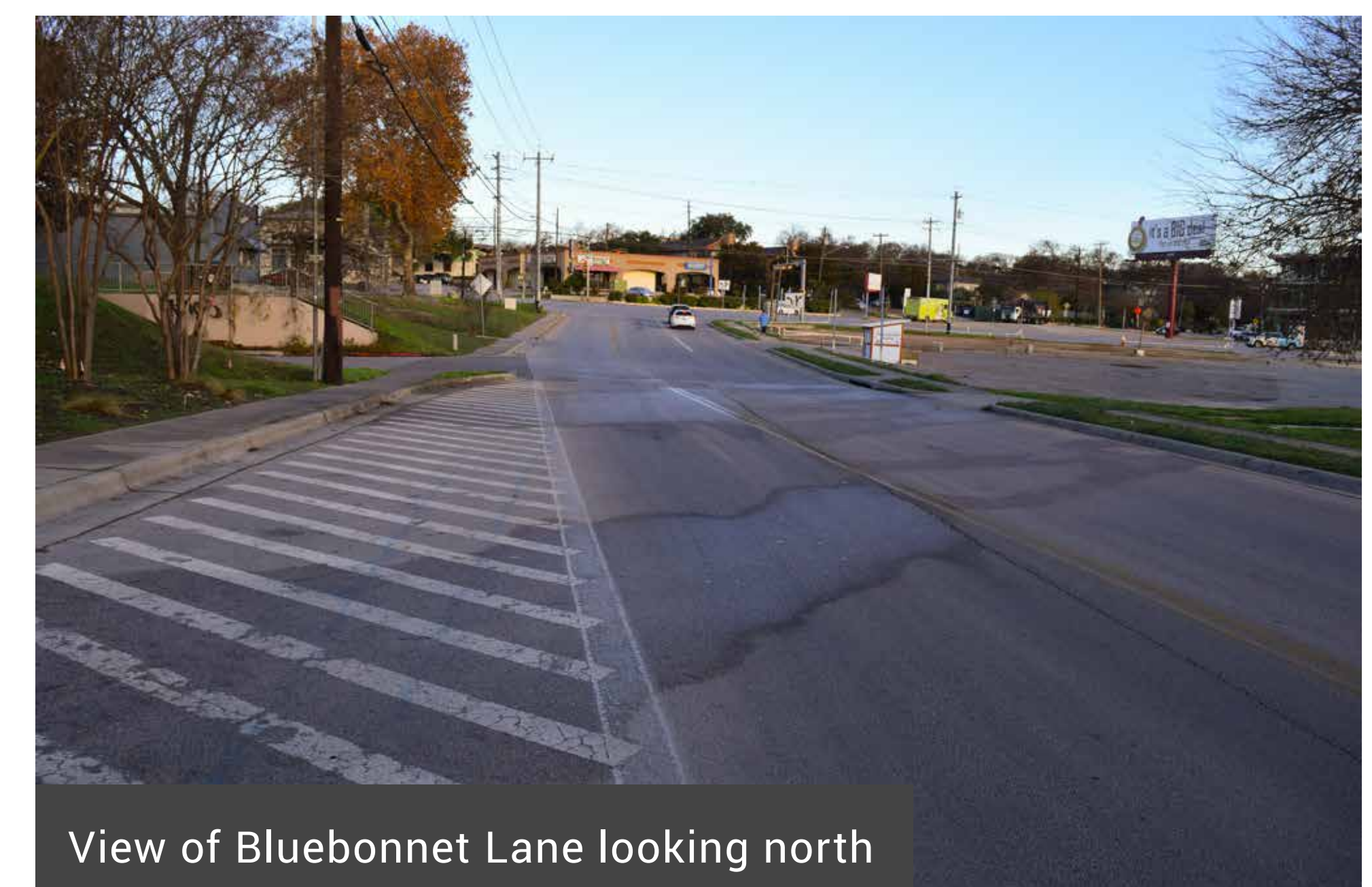
Two-way protected bikeway transitions to shared use path where the street width narrows

Not-to-scale



View of Bluebonnet Lane/South Lamar Boulevard

The existing painted bicycle lanes on Bluebonnet currently do not connect across the South Lamar Boulevard intersection.



View of Bluebonnet Lane looking north

Currently, there are no bicycle facilities on this section of Bluebonnet Lane. There are existing on-street parking restrictions.