

# STASSNEY LANE

## BACKGROUND

Stassney Lane between West Gate Boulevard and South Congress Avenue provides access to the ACC South Austin Campus, Crockett High School, Garrison Park, many businesses, and neighborhoods of South Austin.

Following an initial evaluation of the western segment of Stassney Lane from West Gate Boulevard to Menchaca Road in 2016, ATD has since expanded the scope of this project to address multimodal improvements along Stassney Lane east to South Congress Avenue. The proposed changes were identified from recommendations in the Austin Bicycle Plan, 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, January 5, 2020. Please submit feedback through the project survey. For questions, please contact:

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**[carly.haithcock@austintexas.gov](mailto:carly.haithcock@austintexas.gov)**

## 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 and Safe Routes to School programs, as well as Capital Metro.

## 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:

[/2016BOND-STASSNEYN](#)

[/AAABIKENETWORK](#)

[/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.



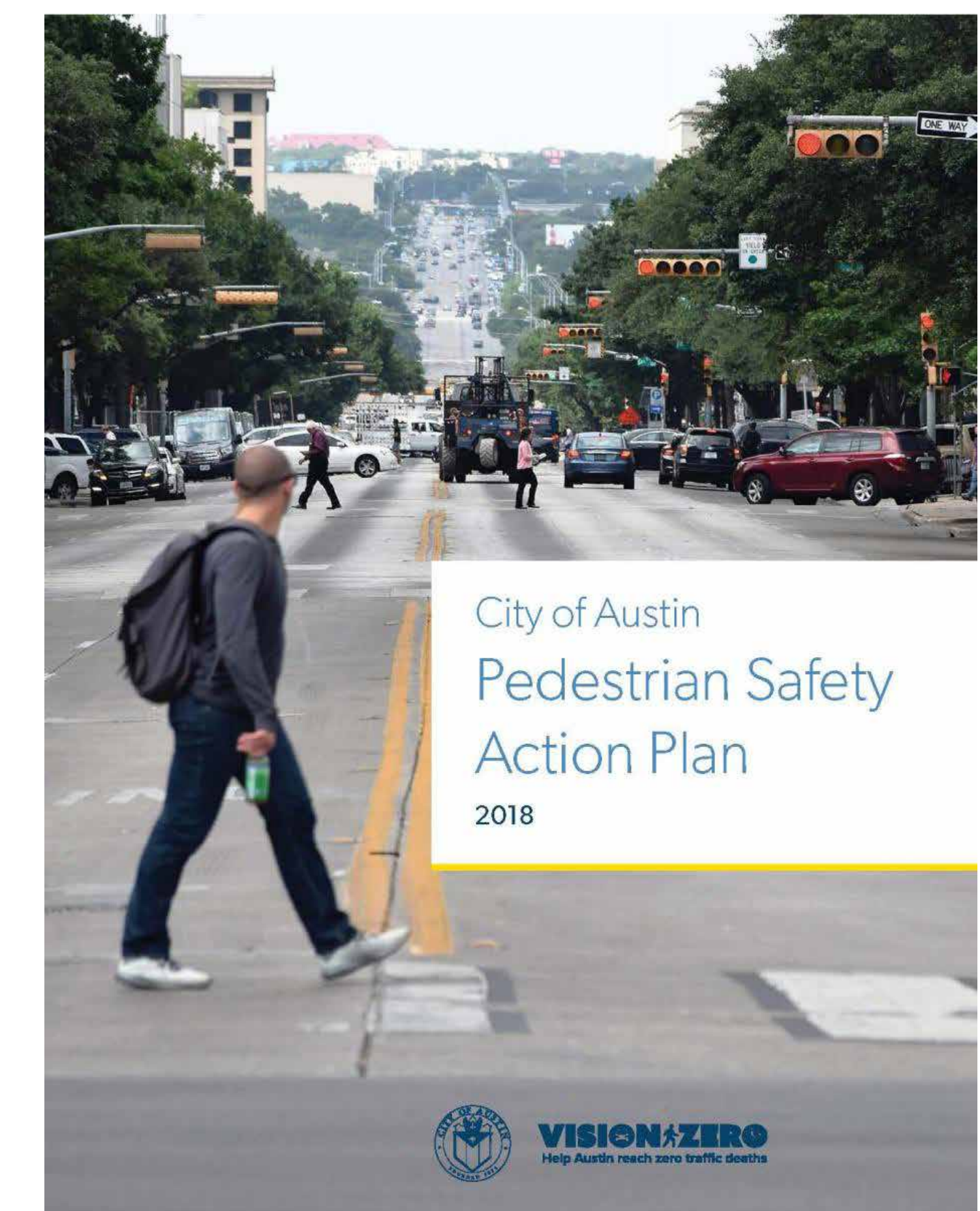


# CITYWIDE POLICY DIRECTION

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.

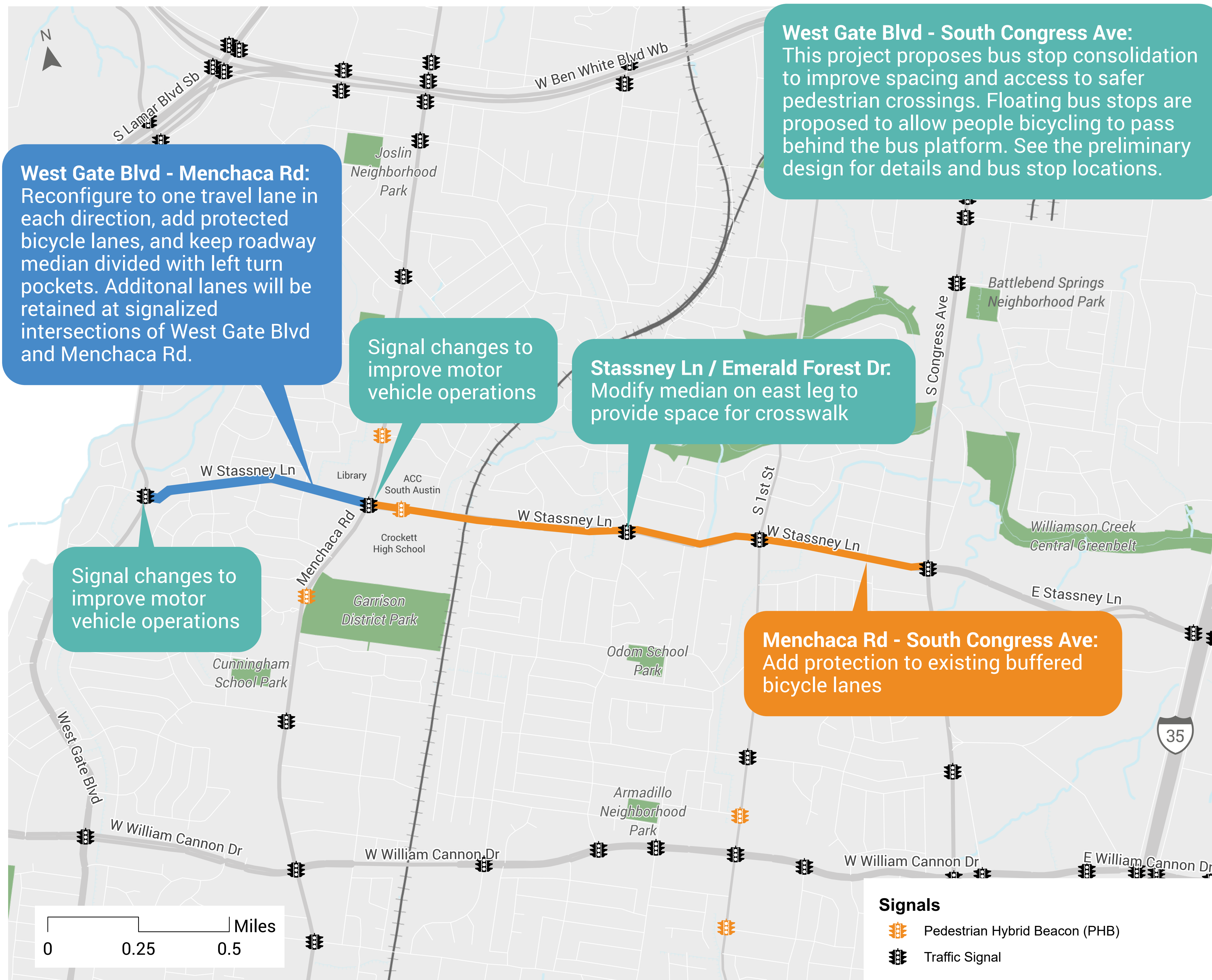


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# PROJECT OVERVIEW



Preliminary recommendations for additional changes to the Stassney Lane and Menchaca Road intersection are proposed by the Corridor Program in the [Menchaca Road Corridor Mobility Plan](#).



Example of one-way protected bicycle lanes on Manor Road constructed using flexible posts.



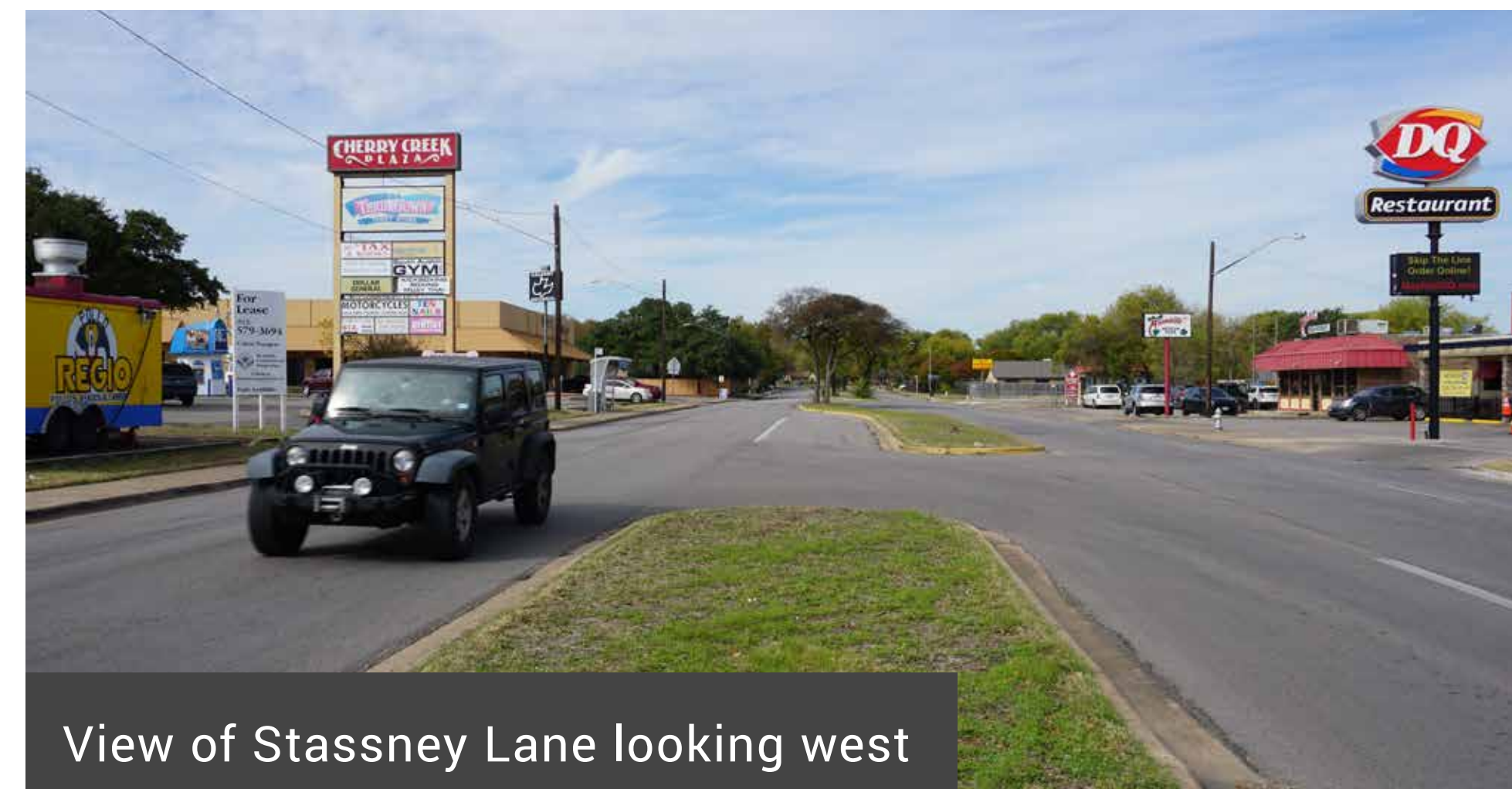
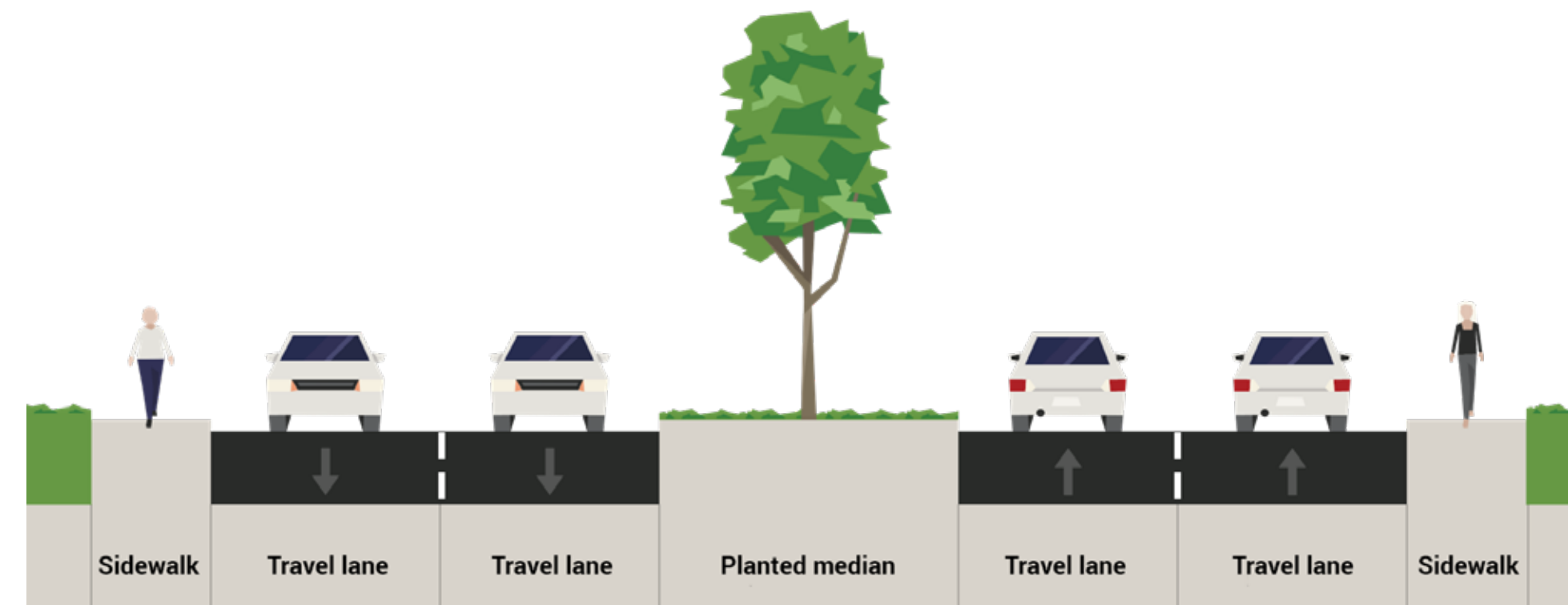
Generally, signalized intersections are the pinch points where motor vehicle delay occurs. This project proposes to reconfigure Stassney Lane to one travel lane in each direction between West Gate Boulevard and Menchaca Road and retain additional lanes at the signalized intersections. By carefully analyzing and maintaining operations at these intersections, it is possible to reduce the number of lanes midblock on Stassney Lane in this section without increasing delay for motor vehicle traffic.



# PROPOSED CHANGES

## FROM WEST GATE BOULEVARD TO MENCHACA ROAD

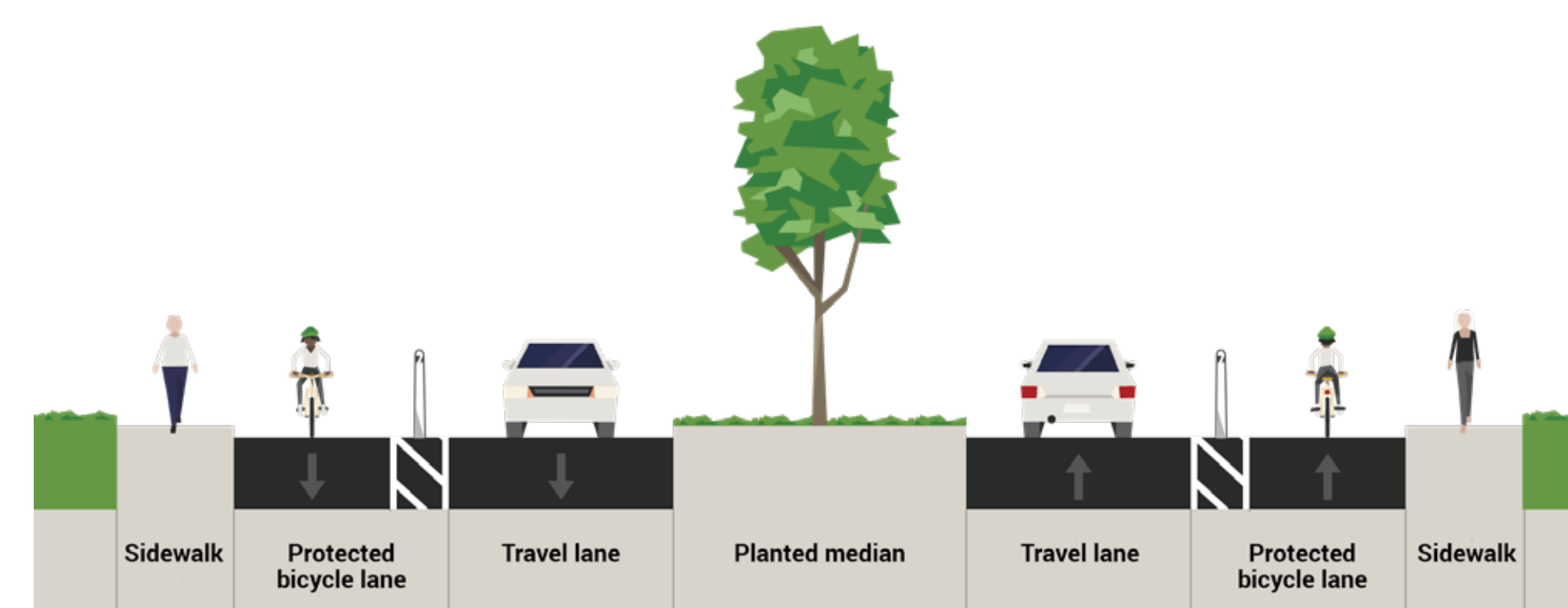
### EXISTING CROSS-SECTION (MIDBLOCK)



View of Stassney Lane looking west

Stassney Lane from West Gate Boulevard to Menchaca Road is currently two travel lanes in each direction with no bicycle lanes. It is median divided with left-turn pockets and sidewalks on both sides of the street.

### PROPOSED CROSS-SECTION (MIDBLOCK)



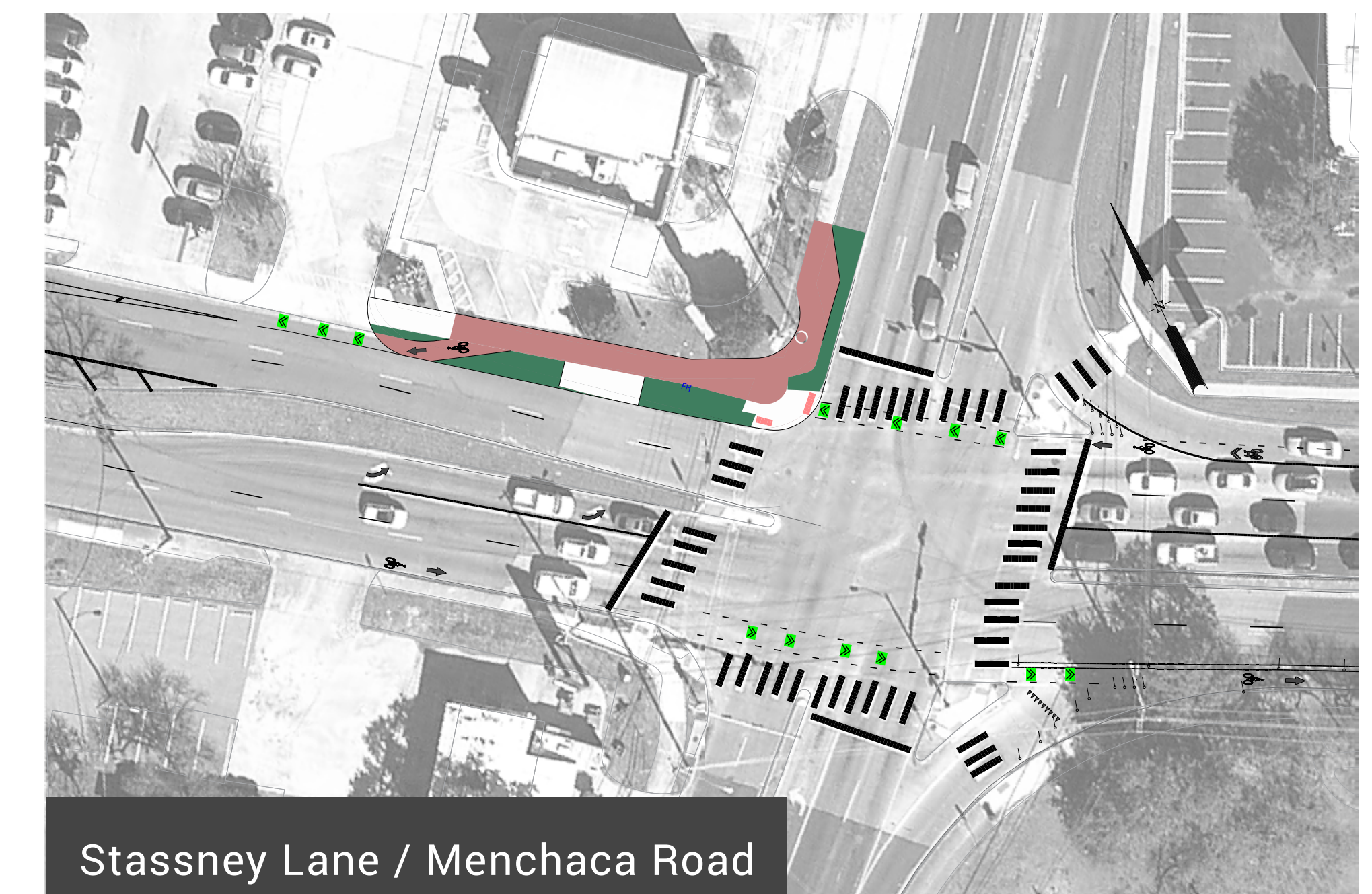
Example of protected bicycle lanes on Grove Boulevard

This proposal reconfigures this section of Stassney Lane to one travel lane in each direction with protected bicycle lanes, maintaining the roadway median divided with left-turn pockets and sidewalks on both sides.

Generally, signalized intersections are the pinch points where motor vehicle delay occurs. This project proposes to retain the additional lanes at signalized intersections of Stassney Lane/West Gate Boulevard and Stassney Lane/Menchaca Road. Coupled with signal optimization, the motor vehicle delay at these intersections is expected to improve.



By providing a single left-turn lane on both the east- and westbound approaches, it is possible for the traffic signal to run the east and west movements at the same time. Doing so results in significant motor vehicle delay reductions for West Gate Boulevard. Under the proposed project, the average intersection delay for motor vehicles would decrease from ~7 minutes to ~1 minute 20 seconds (PM peak hours). The average intersection delay is the average delay for motor vehicles for all of the approaches to the intersection.

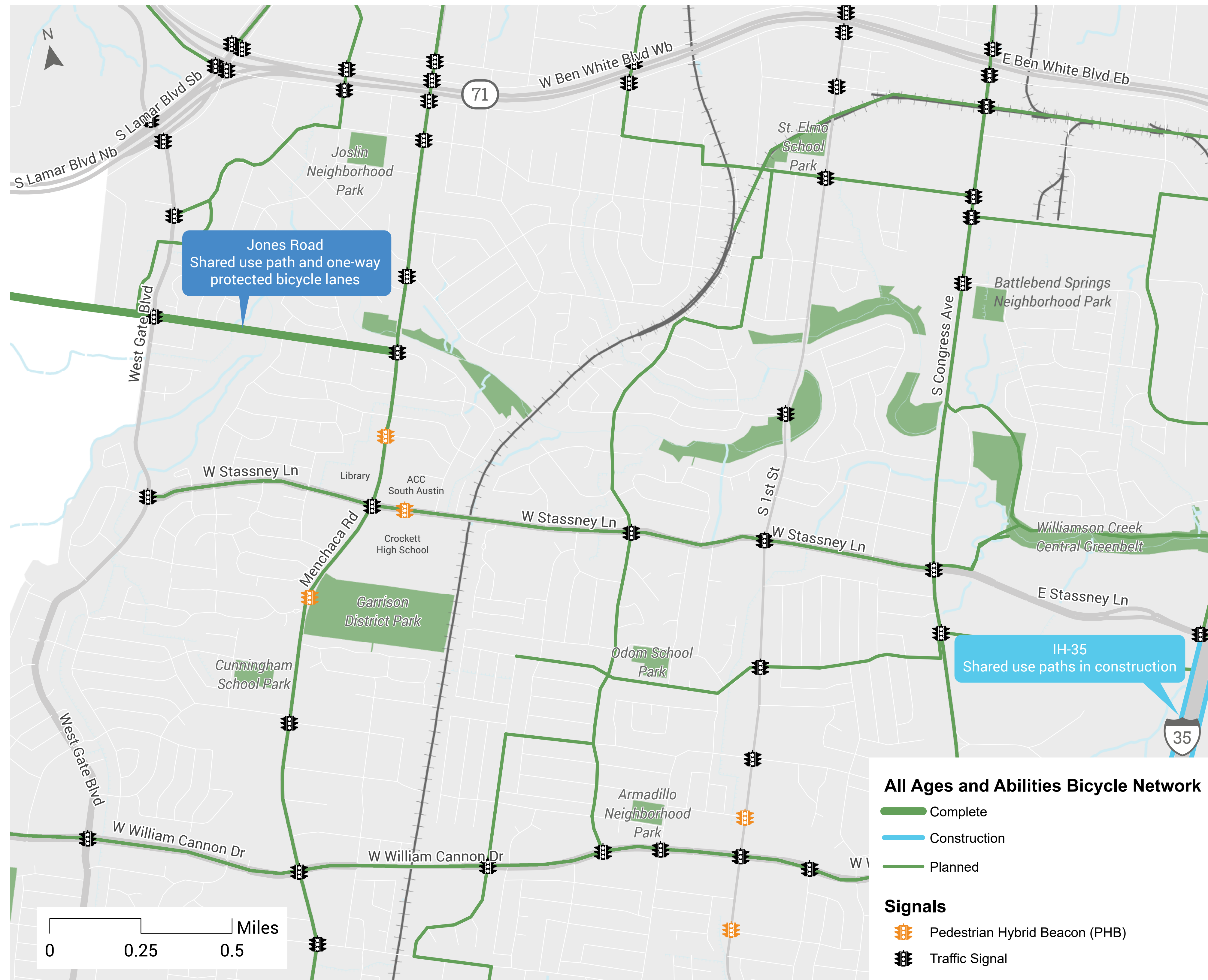


The left-turn movements for this intersection are currently protected-only. The proposed project would add flashing yellow arrows for all left-turn movements. This would allow permissive left turns and reduce motor vehicle delay. All existing intersection approach lanes would remain.



# MAKING BIKEWAY CONNECTIONS

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). To allow people of all ages and abilities to choose to bicycle on Stassney Lane, the [ASMP recommends protected bicycle lanes](#).



“Despite challenges [like the summer heat and our beloved hills], Austin’s bicycle system remains an important tool for helping our community achieve its mobility goals.

The bicycle system helps relieve demand on our roadways, removing cars and relieving congestion. Bicycling gives people reliable mobility choices, and also provides a safe place for the new scooters and other low-speed micromobility devices to operate. As an active form of transportation, it supports increased public health while supporting our environment and helping us connect to the outdoors and our public spaces.

It is important that we create and support a safe bicycle system that serves people of all ages and abilities.

- Austin Strategic Mobility Plan



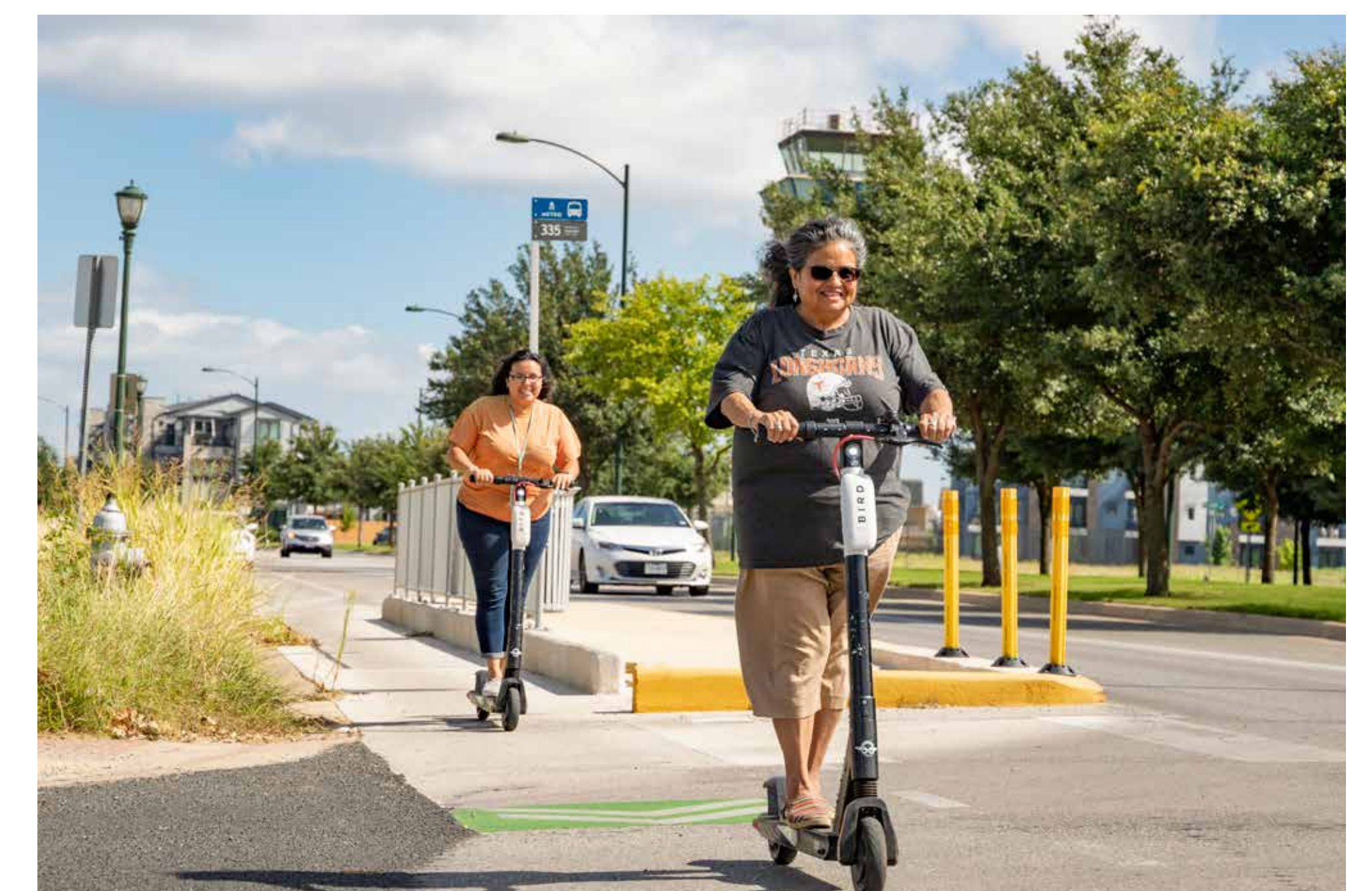


# TRANSIT CONNECTIONS

Austin's public transportation system, operated by Capital Metro, provides both frequent and local transit service to neighborhoods within the urban core. High-frequency Route 311 runs east-west along Stassney Lane, connecting from Westgate Transit Center to ACC Riverside. Protected bicycle lanes on Stassney Lane coupled with bicycle parking near transit stations allows for time savings and safe access to north-south high-frequency bus routes (10, 801, and 803) by bicycle or scooter.



This project proposes bus stop consolidation to improve spacing and access to safer pedestrian crossings. See the preliminary design for details and bus stop locations.



New floating bus stops are proposed to allow the protected bicycle lanes to pass behind the bus platform. New bicycle and scooter parking near bus stops is also proposed to make it easier to park your bicycle or scooter and catch the bus.