



ST JOHNS AVENUE

Between North Lamar Boulevard and Berkman Drive

PROJECT DESCRIPTION

This project proposes a number of changes to bus stops including relocation to the far-side of intersections, upgrades from in-lane stops to floating stops, and a new floating bus stop at Berkman Drive. In addition, pedestrian crossing enhancements such as rectangular rapid-flashing beacons (RRFBs) and median islands are proposed along the corridor.

BENEFITS AND ISSUES ADDRESSED

St Johns Avenue serves three Frequent Local routes. It currently has one general purpose lane in each direction with sidewalks and bike lanes on both sides. Buses experience high levels of delay east of I-35.

The existing curbside bus stops currently force buses to stop in the bike lane, which poses a safety risk for both bicyclists and transit users. Upgrading these stops to floating stops will resolve the conflict between buses and bikes to improve safety outcomes. Pedestrian crossing enhancements will allow transit users to access bus stops more directly and more safely.

PROJECT HIGHLIGHT

Floating bus stops (or “side boarding islands”) are designed to improve safety for bicyclists and pedestrians, and clarify interactions among all modes.



Floating Bus Stop on Stassney Lane at South 1st Street
Source: City of Austin

PROJECT SCORE

- Speed/Reliability Needs:
- Access Needs:
- Equity Needs:

PROJECT LOCATION



CapMetro Bus Routes Served: 10, 300, 337
High-Injury Network: Pedestrian

IMPLEMENTATION

- **Approximate Cost:** \$0.8M 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

“Sidewalks are not wheelchair-accessible.”