CapMetro Austin

Streets for Transit

Austin, TX Transit Improvement Projects Summary
2021-2024

Transit Speed & Reliability Program | Transit Enhancement Program

Program
Introduction

Since 2018, CapMetro's Transit Speed and Reliability Program and the City of Austin's Transit Enhancement Program have been working hand in hand to improve transit speed and reliability and deliver high-quality, safe and accessible public transportation for the Central Texas region. The purpose of this report is to detail and summarize the results of transit projects completed within the City of Austin between 2021 and 2024.

The motivation behind these transit improvements was multifaceted, driven by the need to address safety hotspots and enhance infrastructure for buses, pedestrians, cyclists and other vulnerable road users. These efforts were made possible through strategic coordination with the Austin Transportation and Public Works' Transit Enhancement, Bikeways and Vision Zero programs, among many others. By aligning construction efforts and leveraging funding opportunities, the City and CapMetro were able to create more efficient, safe and accessible transit corridors.

Projects categories:
Transit improvement projects generally fall into one of the following categories:

- **Spot Improvements:** Low-cost, targeted changes at specific locations where buses regularly experience issues along their routes. *Example: realigning a curb and updating pavement markings at Guadalupe Street and Cesar Chavez Street, a hot spot for crashes (also known as safety events[1]), reduced bus crashes by 60% and resulting injuries or fatalities in the project area by 9%.*
- **Bus Stop Improvements:** Collaborative projects to improve conditions at existing stops or design new stops optimized for safety and multimodal access. *Example: on South 1st Street, thirteen bus stops were optimized by relocating midblock stops to pedestrian crossings, improving transit access and stop spacing, which increased the percentage of bus stops near safe crossings from 64% to 100%.*
- **Corridor Improvements:** Series of coordinated improvements along multiple blocks of a street or bus route. *Example: consolidating and relocating bus stops, adjusting signal timing, and installing transit priority lanes on East Riverside Drive improved peak period transit travel times by up to 29%.*

In addition to project categories, each project had intended goals of one or several of the following:

- **Access:** Making it easier for customers to walk, bike, or roll to transit.
- **Safety:** Reducing the number and severity of crashes.
- **Speed/Delay:** Reducing travel times on the bus.
- **Reliability:** Making bus travel time more consistent.

[1] The Code of Federal Regulations defines a bus safety event as "an unexpected outcome resulting in injury or death; damage to or loss of the facilities, equipment, rolling stock, or infrastructure of a public transportation system; or damage to the environment." Safety events do not include ***security incidents*** that may be disruptive to service and typically occur on a bus or at a bus stop and involve acts of intentional threat and harm.

The 30 projects in this report:

Constitute approximately nine miles of improvements.

Improve operations for 44 bus routes (61% of CapMetro bus routes).

- These routes comprise approximately 69,000 daily weekday riders (approximately 77% of systemwide daily weekday ridership).

Include 20 active transportation improvements for people walking or biking to transit.

Reduce crashes and improve safety conditions.

- 4 projects reduced bus-related crashes up to 72%.
  - + For projects which did not completely eliminate crashes, they did reduce associated repair costs by up to 90%, suggesting reduced severity of crashes.
- 8 projects reduced general-purpose vehicle crashes involving injuries or fatalities up to 65%, and reduced the estimated economic and quality of life costs associated with these injuries by up to 75%.

Improve speed and reliability of service.

- 7 projects reduced average travel time through the project area by up to 43%.
- 4 projects improved on-time performance through the project area by up to 68%.

Utilize a range of infrastructure and operational treatments. More details on the types of treatments and their benefits can be found in the City of Austin Transit Enhancement Toolbox.

Incremental Impact

The Transit Speed & Reliability and Transit Enhancement programs are built upon the strategy that incremental improvements can lead to meaningful change for transit riders, resulting in a safer, more sustainable, accessible, equitable, connected and reliable transportation network. While not every project delivers significant time savings, even modest improvements help mitigate the impact of growing general-purpose traffic on CapMetro's service. Per City of Austin data, traffic has increased by over 5% on City roadways when comparing 2024 traffic volumes to pre-Covid 2019 volumes. In response to similar increases, many transit agencies have had to deploy more buses to maintain schedules. **In contrast, CapMetro has been able to maintain on-time performance with minimal additional resources due to the efforts of the Transit Speed & Reliability and Transit Enhancement programs.**

Safety

CapMetro and the City of Austin prioritize safety not only to reduce injuries and fatalities but also to mitigate the financial impact of replacement or maintenance of bus parts. **In projects where bus repair costs were reduced, the average annual savings totaled nearly $20,000.** Improved safety also enhances transit customers experience. When a bus is involved in a crash, a report by a Supervisor is required. This means that the bus, the operator, and all passengers on board must wait for a Supervisor to arrive and may even need to wait for a new bus to complete their trip. This delay can be inconvenient and frustrating. The City of Austin's High Injury Network identifies streets in Austin with a relatively high number of serious injuries and fatal crashes. Twenty-three of the 30 projects identified in this report (almost 77%) are located along the High Injury Network. Security incidents can occur on a bus or at a bus stop and involve acts of intentional threat and harm. These incidents can also be disruptive to service, but are not addressed in the project treatments in this report.

Strategic Alignment

The speed, reliability and accessibility of service are decisive factors in attracting and retaining transit riders and connecting people to opportunity. CapMetro and the City of Austin are committed to continuously improving transit as an affordable and attractive means of getting people where they want to go, when they want to get there, safely and cost-effectively. These projects deliver on the Vision of CapMetro's Strategic Plan to "empower, enhance and serve the region and its communities through the responsible delivery of high-quality public transportation." They also support the goals of the Austin Strategic Mobility Plan, including reducing single-occupancy vehicle use and achieving a 50/50 commute mode share — with half of all trips taken using transit, biking, walking or other modes. Most importantly, they improve safety and mobility for Austin residents and CapMetro customers.

Funding

Unless otherwise indicated in this report, funding for these projects is allocated through the 2018 Transit Speed and Reliability Interlocal Agreement between the City of Austin and CapMetro. Under this agreement, CapMetro commits up to $1 million per year "in local funds" for the City to design and construct transit projects that improve transit speed, reliability and safe access within the City's right of way. Funding is provided annually as part of the CapMetro budget, and both entities collaborate to produce an annual work plan, which is signed by both entities and presented to the CapMetro Board of Directors.

Additional funding comes from the 2020 Mobility Bond, which allocated $19 million in Transit Enhancement funds. These voter-approved funds enable the City to deliver additional transit improvements beyond those detailed in this report, contributing to a more sustainable, accessible,

equitable and connected transportation system. An overview of completed and upcoming Bond-funded projects is available in the City's Local Mobility Annual Plan. Other support comes from cross-collaboration within the City of Austin. Austin Transportation and Public Works' programs such as Safe Routes to School, Sidewalks, Road Maintenance and others have contributed to several projects due to their shared multimodal and safety objectives. CapMetro and the City of Austin also pursue transit improvements through coordination with new private development where applicable.

Methodology

This report replicates and builds on the metrics used in the first Streets for Transit Report, with additional focus on each project's intended goals and the corresponding performance measures, as detailed below.

April 2025 average weekday ridership was used to calculate ridership and daily passenger volumes for each route and relevant bus stops. Daily bus volumes were calculated based on the number of daily weekday trips per route within CapMetro's Spring 2025 General Transit Feed Specification (GTFS). Speed/Delay and Reliability measures include average travel time, indicating how quickly vehicles typically move through a project area[2] (defined as the area where improvements to stops or infrastructure occurred), and on-time performance, which measures how closely actual bus trips adhere to their schedules. Impacts to Speed/Delay and Reliability were calculated by comparing monthly averages of travel speed and on-time performance data before and after a project was implemented. These comparisons typically used data from the previous or following April or September. In instances where projects were implemented during the pandemic, 2019 data was used for the "before" comparison to better reflect typical traffic conditions.

Safety and crash data came from two sources: CapMetro's System Safety incident reporting, which tracks reported transit vehicle crashes and safety events and their associated repair costs, and the City of Austin's Vision Zero data, which compiles reported general purpose vehicle collisions that result in injuries or fatalities. To measure safety impacts, crashes and/or safety events within a project area were averaged annually over the five years preceding implementation and compared to annual averages following project completion through April 2025. Projects completed more recently will therefore have a smaller post-implementation sample size. This analysis included all crash data within 250 ft of each project limit.

Access impacts were typically measured as a simple "Yes/No" for providing improvements such as relocation of bus stops to pedestrian crossings, creation or enhancement of pedestrian crossings, and/or multimodal upgrades to bus stops. For corridor-level projects, access impacts were measured by the percentage of stops with immediate access to a pedestrian crossing (within 100 ft) before and after the project.

Acknowledgements

These transit projects would not be possible without the collaboration and assistance of many contributors. Special thanks go to the City of Austin Transportation and Public Works field crews, engineers, planners, project managers and street designers, as well as the City of Austin's 2016 and 2020 Bond programs and other regular project partners. Several of the improvements highlighted in this report were constructed as part of larger-scale City of Austin projects, such as Vision Zero or Bikeways program improvements, which provided opportunities to incorporate additional transit enhancements within or adjacent to those projects.

[2] Speed and Reliability metrics were measured from the stop ID prior to the project to the stop ID after the project area.

CapMetro contributors include staff from Safety, Operations, Rail Operations, Rail Safety, Planning, Service Analysis and Capital Project groups, among many others. CapMetro especially values the input and feedback of frontline employees, such as bus operators and inspectors, who provide valuable insights into how services are currently operating and where improvements can be made.

Additional thanks to the City of Austin Transportation and Public Works Department for providing the project photos displayed throughout the report from their robust collection of Flickr photos.

Projects Summary

Project	Date of Completion	Goal							Cost
SPOT IMPROVEMENTS									
Lakeline H-E-B	Nov. 2023	●							$$
Guadalupe Street at West Cesar Chavez Street	Oct. 2021	▼			60%	46%	9%	18%	$
West Oltorf Street at Railroad Tracks	May 2022	▼			48%	79%	58%	51%	$
East 12th Street at Airport Boulevard	Feb. 2024	●							$
BUS STOP IMPROVEMENTS									
East St. Johns Avenue at Blessing Avenue	Oct. 2021	●							$$$
ACC Riverside	Feb. 2021	●							$
West Gate Boulevard at William Cannon Drive	Oct. 2021	●							$
Burnet Road at White Horse Trail	Oct. 2021	●							$$$$
Barton Springs Road at the Zilker Botanical Garden	April 2023	●							$$$$$
Chicon Street at Pennsylvania Avenue	Oct. 2023	●							$$$
North Lamar Boulevard at Denson Drive	Oct. 2023	●							$
Burton Drive at Mariposa Drive	Oct. 2023	●							$$
East 38½ Street at Robinson Avenue	Oct. 2023	●							$$
Bluff Springs Road at East William Cannon Drive	Oct. 2023	● ▼					65%	62%	$$$$
Manor Road and Cherrywood Road	Jan. 2022	● ▼					44%	86%	$$$$$
East Oltorf Street at Douglas Street	April 2023	● ◆	29% WB, 27% EB						$$

Reduction in Travel Time | Improvement in Schedule Adherence | Reduction in Annual Avg Bus Crashes | Reduction in Annual Avg Bus Repair Costs | Reduction in Annual Avg General Crashes with Injuries/Fatalities

Reduction in Annual Costs Associated with Injuries Sustained in Crashes | ● Access | ▼ Safety | ◆ Speed/Delay | ✦ Reliability

$	$$	$$$	$$$$	$$$$$
< 100K	100K - 250K	250K - 500K	500K - 1M	>1M

$ Costs in blue are CapMetro's contribution. The City of Austin contributed the remaining costs, including from external sources such as grants and developer funds.

Project	Date of Completion	Goal							Cost
North Lamar Boulevard at Morrow Street	May 2021	▼					46%	75%	$$$$
Rundberg Lane at Middle Fiskville Road	Jan. 2022	▼					51%	21%	$$$$
Guadalupe Street at West 26th Street	Feb. 2021	▼ ◆ ✦	14%	48%		90%	18%	69%	$
East Seventh Street at Red River Street	Jan. 2022	◆ ●	17%						$$$$
Manor Road at Anchor Lane	Feb. 2024	●							$$$
East Dean Keaton Street at Lafayette Avenue	April 2024	● ▼			50%	58%			$$$
Loyola Lane at Sandshof Drive	Jan. 2024	●							$$
CORRIDOR IMPROVEMENTS									
West Stassney Lane (West Gate Boulevard to South Congress Avenue)	Sept. 2022	●							$$
East Riverside Drive Transit Priority Lanes	May 2021	◆ ✦	5% NB (29% during AM Peak), 8% SB (21% during PM Peak)	50% NB, 68% SB					$$$
West Fifth Street (West Lynn Street to Baylor Street)	May 2022	◆	3%						$$
South Congress Avenue (Mockingbird Lane to Little Texas Lane)	Oct. 2024	● ▼			72%	89%	100%[3]	100%[3]	$$$$$
Trinity Street and San Jacinto Boulevard: Transit Priority Lanes	Nov. 2024	◆ ● ✦	11% SB	23% SB					$$$$$
South First Street (West Ben White Boulevard to Gibson Street)	Jan. 2025	●							$$$
Salt Springs Drive (William Cannon Boulevard to Thaxton Road)	April 2024	◆ ● ✦	43% NB, 13% SB	32% SB					$$$$

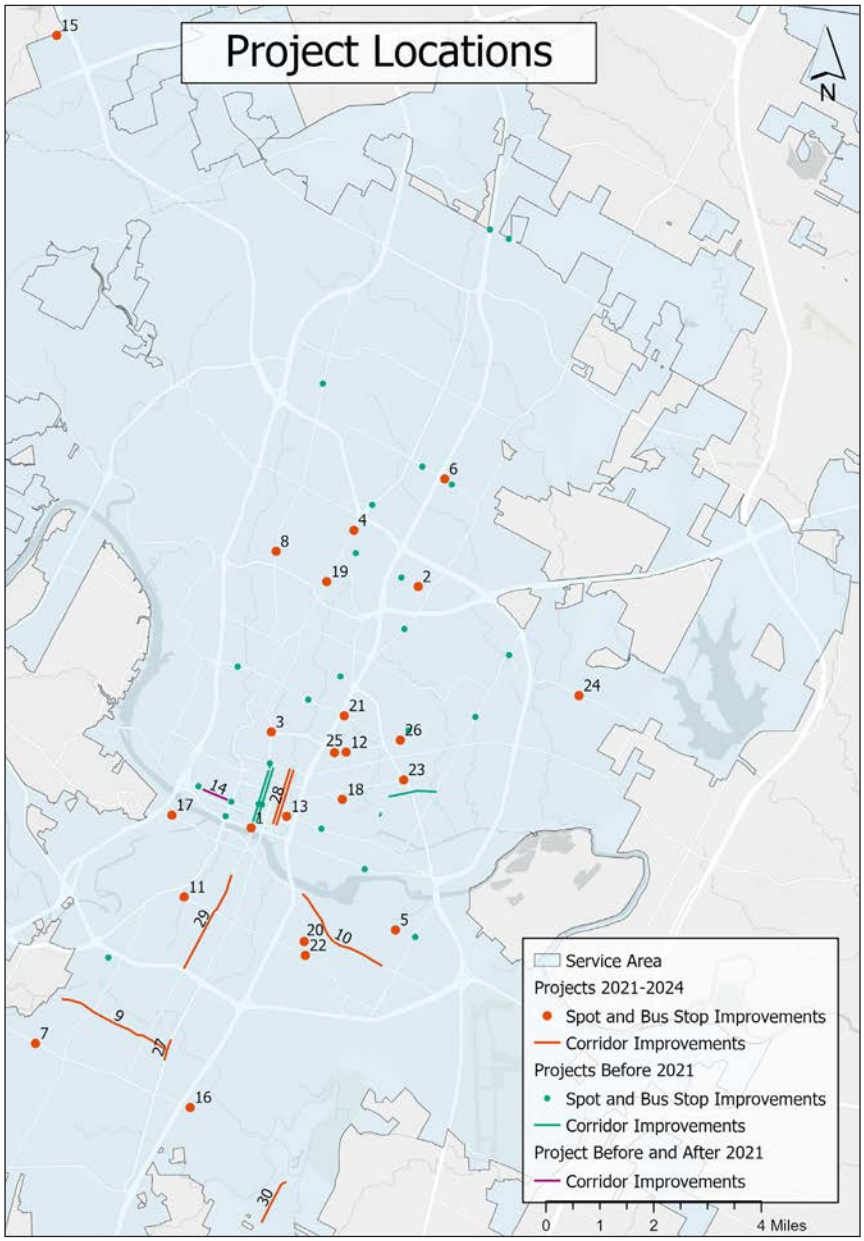
Reduction in Travel Time
Improvement in Schedule Adherence
Reduction in Annual Avg Bus Crashes
Reduction in Annual Avg Bus Repair Costs
Reduction in Annual Avg General Crashes with Injuries/Fatalities
Reduction in Annual Costs Associated with Injuries Sustained in Crashes
● Access
▼ Safety
◆ Speed/Delay
✦ Reliability

$	$$	$$$	$$$$	$$$$$
< 100K	100K - 250K	250K - 500K	500K - 1M	>1M

$ Costs in blue are CapMetro's contribution. The City of Austin contributed the remaining costs, including from external sources such as grants and developer funds.

Project Locations

1. Guadalupe Street at West Cesar Chavez Street
2. East St. Johns Avenue at Blessing Avenue
3. Guadalupe Street at West 26th Street
4. North Lamar Boulevard at Morrow Street
5. ACC Riverside
6. Rundberg Lane at Middle Fiskville Road
7. West Gate Boulevard at William Cannon Drive
8. Burnet Road at White Horse Trail
9. West Stassney Lane (West Gate Boulevard to South Congress Avenue)
10. East Riverside Drive (Summit Street to Grove Boulevard): Transit Priority Lanes
11. West Oltorf Street at Railroad Tracks (near Thornton Road)
12. Manor Road and Cherrywood Road
13. East Seventh Street at Red River Street
14. West Fifth Street (West Lynn Street to Baylor Street) Shared Bus/Bike Lane – Phase 3
15. Lakeline H-E-B
16. Bluff Springs Road at East William Cannon Drive
17. Barton Springs Road at the Zilker Botanical Garden
18. Chicon Street at Pennsylvania Avenue
19. North Lamar Boulevard at Denson Drive
20. Burton Drive at Mariposa Drive
21. East 38½ Street at Robinson Avenue
22. East Oltorf Street at Douglas Street
23. East 12th Street at Airport Boulevard
24. Loyola Lane at Sandshof Drive
25. East Dean Keaton Street at Lafayette Avenue
26. Manor Road at Anchor Lane
27. South Congress Avenue (Mockingbird Lane to Little Texas Lane)
28. Trinity Street and San Jacinto Boulevard: Transit Priority Lanes
29. South First Street (West Ben White Boulevard to Gibson Street)
30. Salt Springs Drive (William Cannon Boulevard to Thaxton Road)



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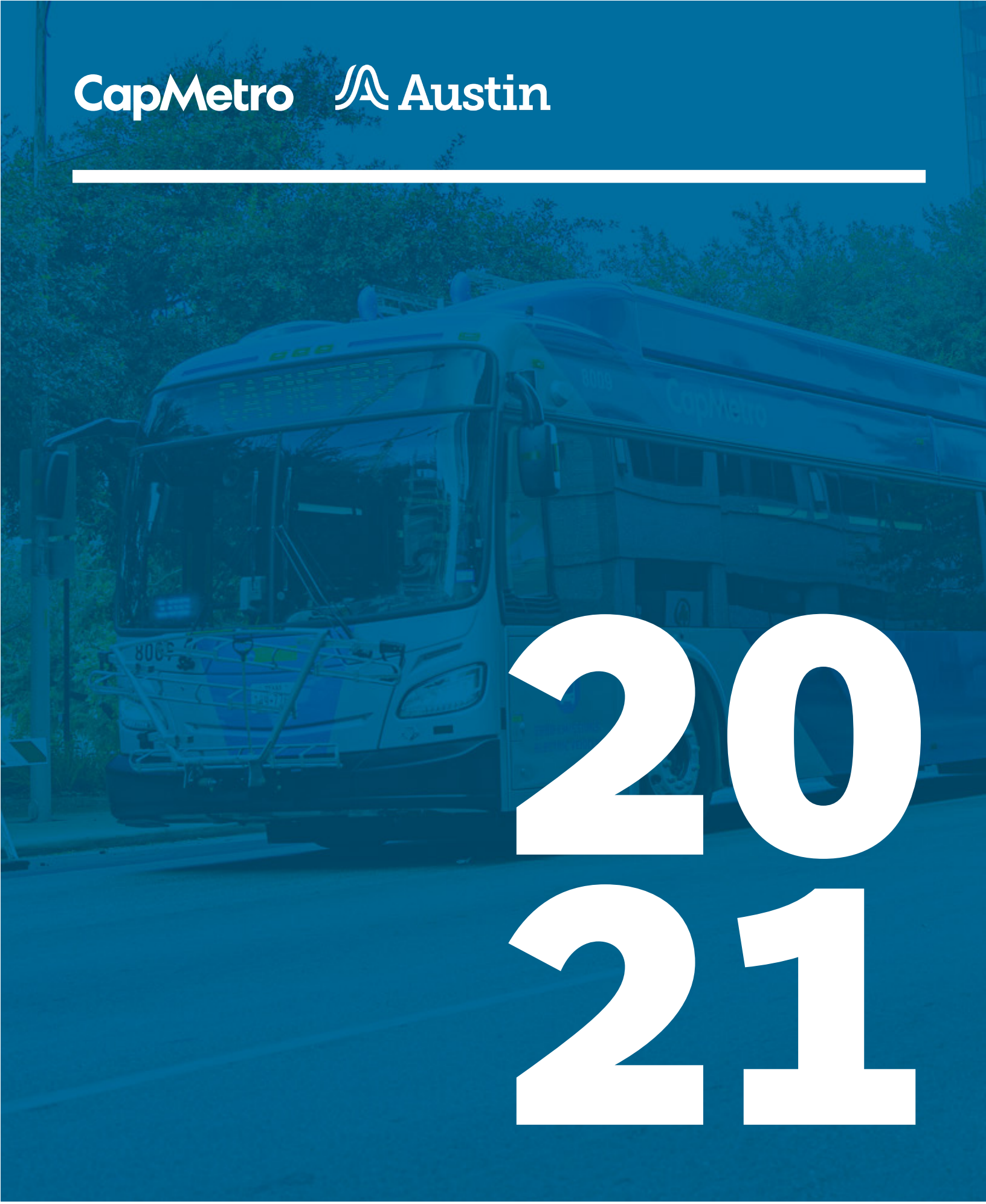
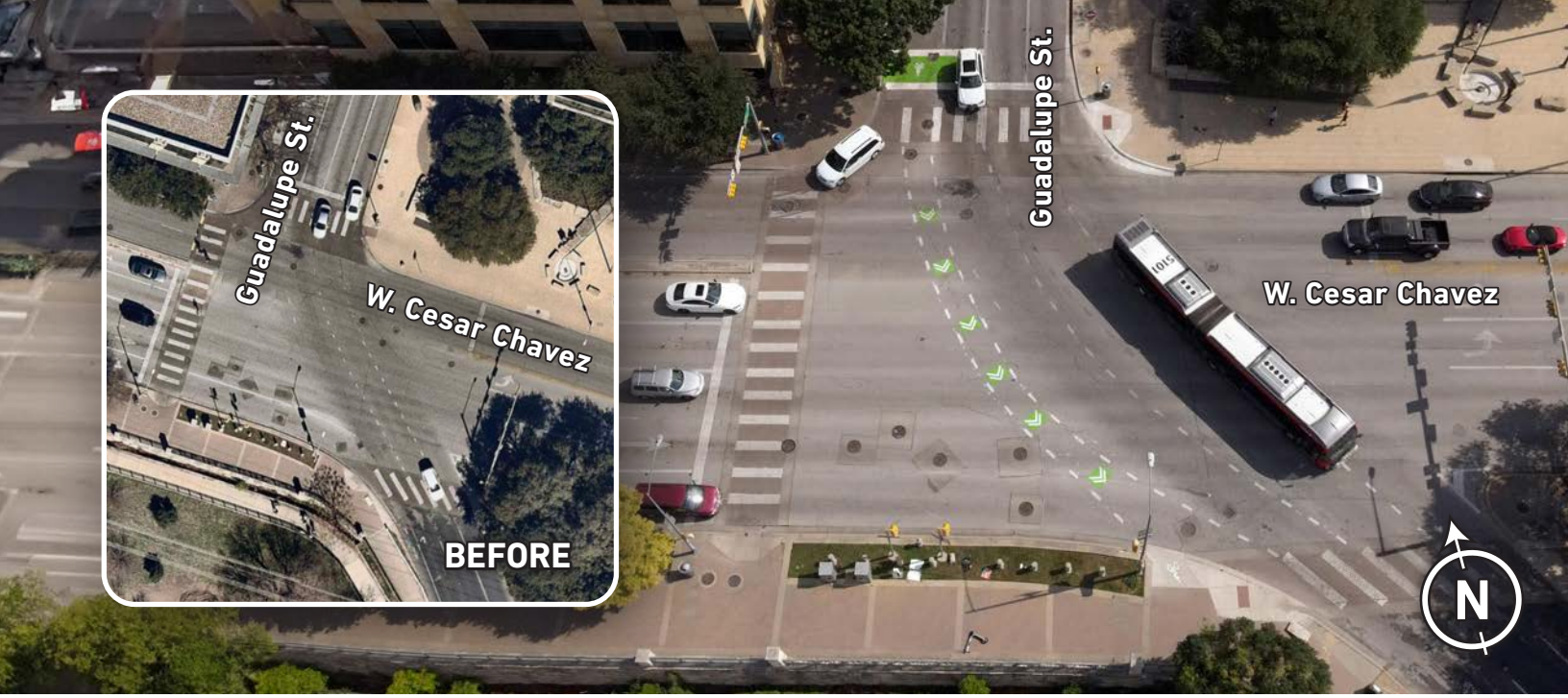


2021



Spot Improvement: Safety

1. Guadalupe Street at West Cesar Chavez Street

Completed: October 2021

Routes: 1, 7, 10, 20, 30, 105, 142, 483, 486, 801, 935

April 2025 Volume:

- 392 buses per day
- 24,740 passengers per day

Issues

- The geometry of the northeast corner and the travel lanes through Cesar Chavez Street onto the South First Street Bridge created a pinch point for southbound buses and general-purpose vehicles traveling through the intersection.
- Project area is within the City of Austin's High Injury Network.

Improvements

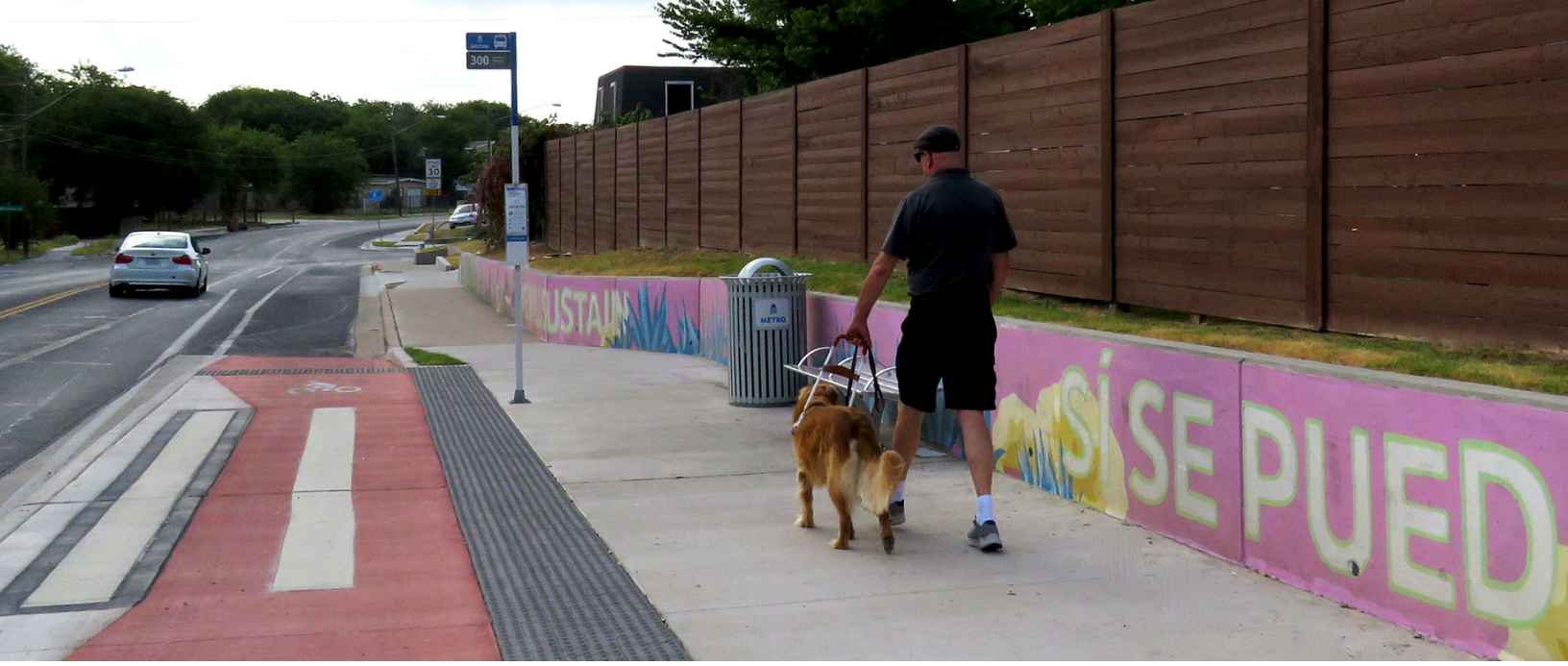
- The radius of the northeast corner was modified to provide additional space for left turning buses to effectively travel through the intersection.
- Roadway striping was updated to better guide vehicles through the intersection.
- The southwest corner was modified to provide a ramp for cyclists to access the shared use path behind the curb.

Benefits

- Street user safety
- Multimodal connectivity

Impacts

- **Safety:**
  - » 60% reduction in annual average bus-related crashes
  - » 9% reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area, and 18% reduction in estimated economic and quality of life costs associated with these injuries
  - » 46% reduction in annual average repair costs for bus-related crashes



Spot Improvement: Access, Safety

2. East St. Johns Avenue at Blessing Avenue

Completed: October 2021

Routes: 300

April 2025 Volume:

- 130 buses per day
- 6,890 passengers per day
- Average weekday stop ridership:
  - » Westbound stop: 82 daily riders
  - » Eastbound stop: 64 daily riders

Issues

- Buses would pull over into the bike lane to serve the bus stops at this location, creating conflicts with active and micromobility users. Buses would also have to wait for passing vehicle traffic before re-entering the travel lane, causing delay and conflicts with other vehicles.
- Project area is within the City of Austin's High Injury Network.

Improvements

- The eastbound and westbound stops were shifted west and paired with a new pedestrian crossing.
- Both stops were rebuilt as multimodal stops, separating stopped buses from cyclists. Buses serve the reconstructed stops in lane, avoiding delays and conflicts pulling in and out of the travel lane.
- Multimodal bus stops reduce opportunities for conflict between people biking past a stop and buses arriving at a stop by providing physical separation between street users.

Benefits

- Street user safety
- Multimodal connectivity

Impacts

- **Access:**
  - » New multimodal stops paired with a safe crossing
- **Safety:**
  - » 33% reduction in annual average general-purpose crashes involving injuries or fatalities near project area

Funding partner

- City of Austin Bikeways and Safe Routes to School program

Bus Stop Improvement: Safety, Speed/Delay, Reliability

3. Guadalupe Street at West 26th Street

Completed: February 2021[3]

Routes: 1, 3, 30, 481, 801, 803, 982, 990

April 2025 Volume:

- 310 buses per day
- 19,880 passengers per day
- Average weekday stop ridership:
  - » 670 daily riders

Issues

- Northbound University of Texas (UT)/Dean Keeton Rapid station was located mid-block, over 100 feet south of the intersection, without immediate access to a safe crossing.
- Northbound bus stop serving local routes was located nearside of the intersection, so buses often got stuck waiting for another green light if the signal turned red while they were picking up passengers.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Consolidated and relocated the bus stops to the far-side of the intersection
- Installed a modular, rubberized platform (Zicla) on Guadalupe at 26th Street. This phased pilot approach allowed CapMetro, UT, and the City to:
  - » Test effectiveness of far-side placement
  - » Quickly improve accessibility at the bus stop
  - » Resolve conflicts between bikes and buses

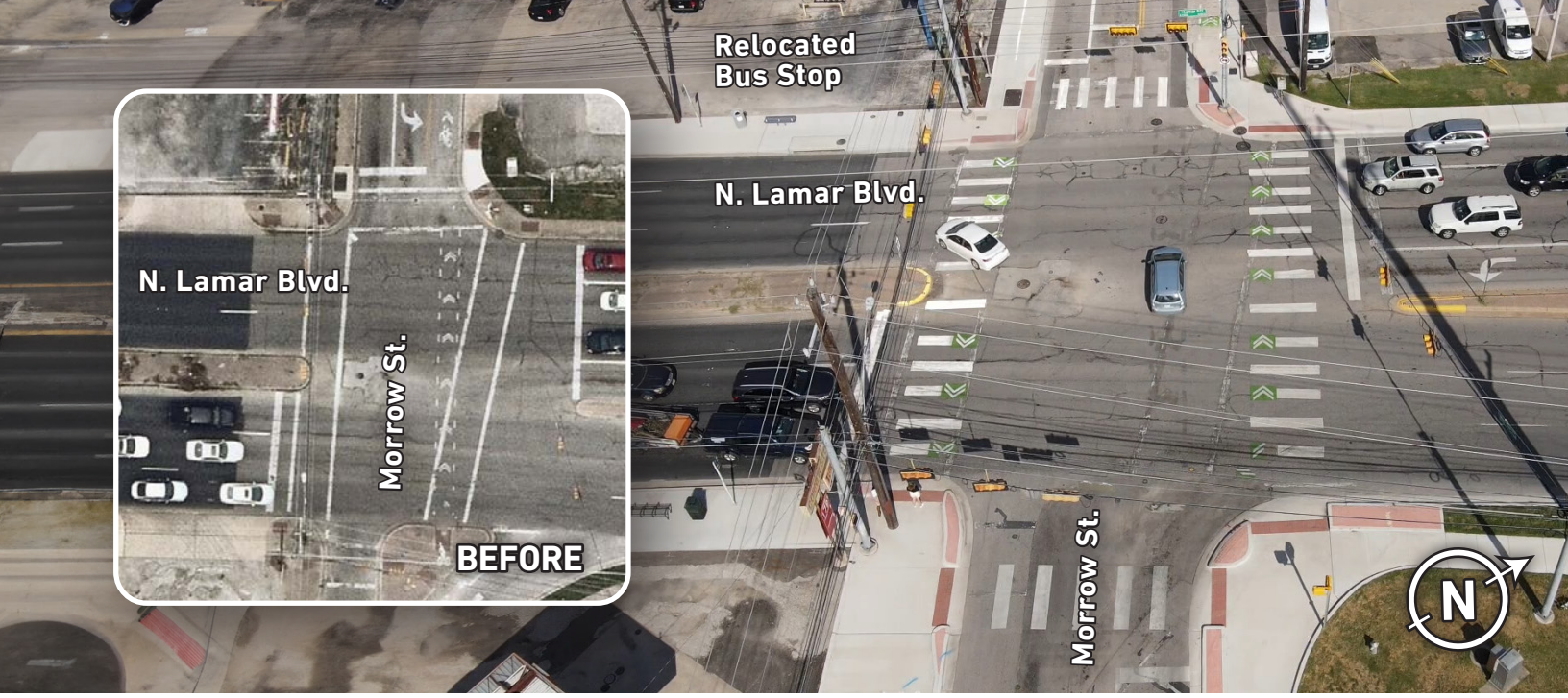
Benefits

- Street user safety
- Transit speed and reliability

Impacts

- **Safety:**
  - » 18% reduction in annual average general-purpose crashes involving injuries or fatalities near project area, and 69% reduction in estimated economic and quality of life costs associated with these injuries
  - » Although there was a slight increase in annual average bus crashes, there was a 90% reduction in annual average repair costs for bus-related crashes
- **Speed/Delay:**
  - » 14% reduction in average travel time
- **Reliability:**
  - » 48% improvement in schedule adherence

[3] In January of 2023, the modular platform was replaced with a concrete bus pad and sidewalk. In the future, this segment of Guadalupe Street will be further enhanced through Project Connect and the introduction of Light Rail.



Bus Stop Improvement: Safety

4. North Lamar Boulevard at Morrow Street

Completed: May 2021

Routes: 1, 350, 481

April 2025 Volume:

- 164 buses per day
- 13,315 passengers per day
- Average weekday stop ridership:
  - » Northbound stop: 21 daily riders
    Southbound stop: 21 daily riders

Issues

- Southbound bus stop was in a mid-block location, far away from a signalized pedestrian crossing.
- Concrete island and right turn slip lane from westbound Morrow Street onto northbound North Lamar Boulevard caused problems for buses in the outside lane, creating conflicts with turning cars.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Both bus stops were relocated closer to the intersection to provide access to signalized crossings.
- As part of the City's larger intersection safety improvement project at this location, the concrete island was removed and westbound lanes on Morrow Street approaching North Lamar Boulevard were modified to facilitate safer turning movements and continued westbound through movement across North Lamar Boulevard.
- Improved curb ramps and pedestrian crossings were also added by the City at all corners of the intersection.

Benefits

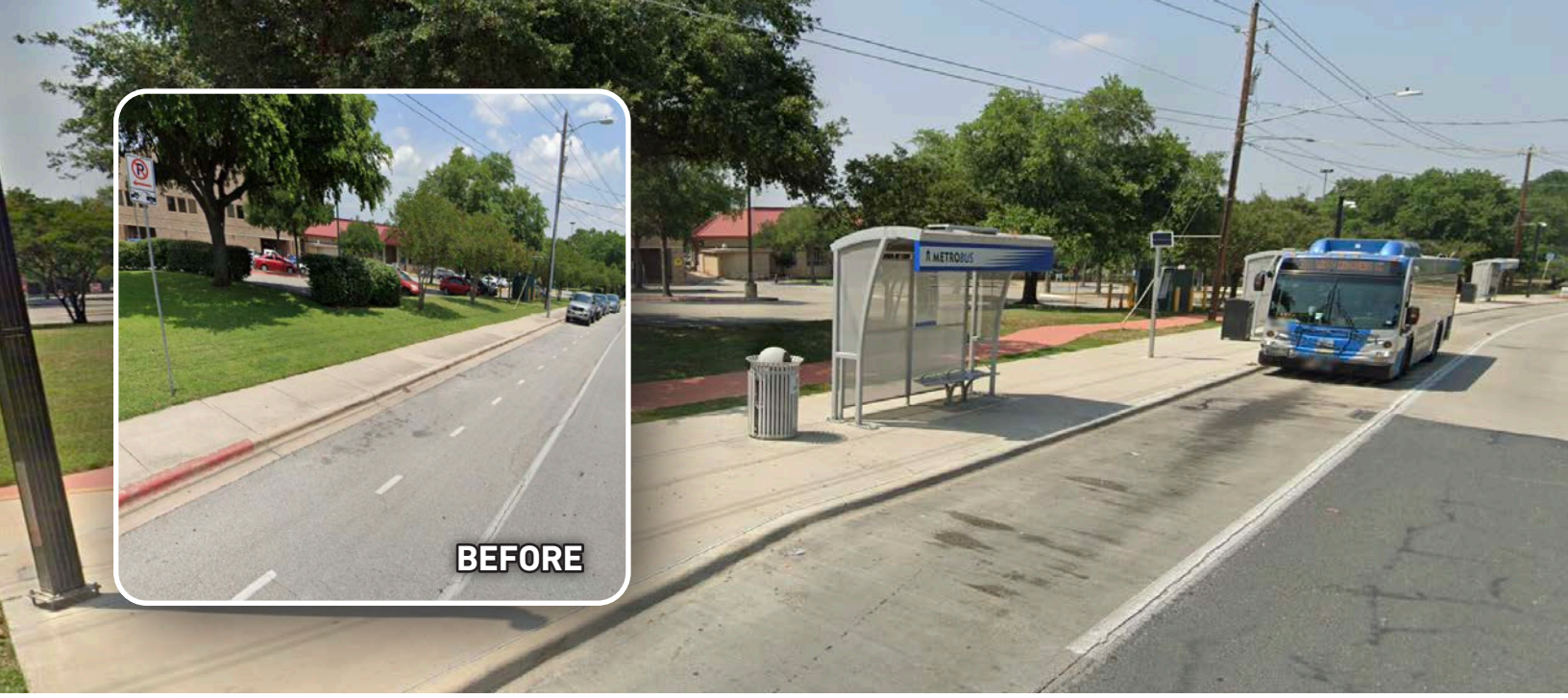
- Street user safety
- Accessibility

Impacts

- **Safety:**
  - » 46% reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area, and 75% reduction in estimated economic and quality of life costs associated with these injuries

Funding partner

- City of Austin Vision Zero and Bikeways programs and Quarter Cent funds



Bus Stop Improvement: Access

5. ACC Riverside

Completed: February 2021

Routes: 310, 311, 350

April 2025 Volume:

- 273 buses per day
- 4,830 passengers per day
- Average weekday stop ridership:
  - » 701 daily riders

Issues

- Routes 310, 311, and 350 terminated within the ACC Riverside Campus, causing potential conflicts between pedestrians, other vehicles and dwelling buses.
- High vehicle speeds on Grove Boulevard created unsafe conditions for micromobility users and pedestrians.

Improvements

- A new transit hub was installed on Grove Boulevard with pullout space for buses to dwell for extended periods of time, separated from general traffic.
- A protected bike lane was installed, along with improved sidewalks, pedestrian crossings and modified curb ramps to increase safety and comfort for micromobility users and pedestrians.
- Travel lanes were adjusted with curb modifications to reduce vehicle speeds, improving safety for all roadway users.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » Creation of separated transit hub

Bus Stop Improvement: Safety

6. Rundberg Lane at Middle Fiskville Road

Completed: January 2022

Routes: 325

April 2025 Volume:

- 132 buses per day
- 3,100 passengers per day
- Average weekday stop ridership:
  - » 164 daily riders

Issues

- Westbound bus stop was in a mid-block location, far away from a signalized pedestrian crossing.
- Connecting sidewalks and curb ramps at the intersection were in poor condition.
- Project area is within the City of Austin's High Injury Network.

Improvements

- The westbound bus stop was relocated closer to the intersection to provide access to signalized crossings.
- As part of the City's larger intersection safety improvement project at this location, improved curb ramps and pedestrian crossings were added at all corners of the intersection.

Benefits

- Street user safety
- Accessibility

Impacts

- **Safety:**
  - » 51% reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area, and 21% reduction in estimated economic and quality of life costs associated with these injuries

Funding partner

- City of Austin Vision Zero program

Bus Stop Improvement: Access

7. West Gate Boulevard at William Cannon Drive

Completed: October 2021

Routes: 103, 318

April 2025 Volume:

- 37 buses per day
- 1,075 passengers per day
- Average weekday stop ridership:
  - » 35 daily riders

Issues

- Southbound bus stop was in a mid-block location, far away from a signalized pedestrian crossing.

Improvements

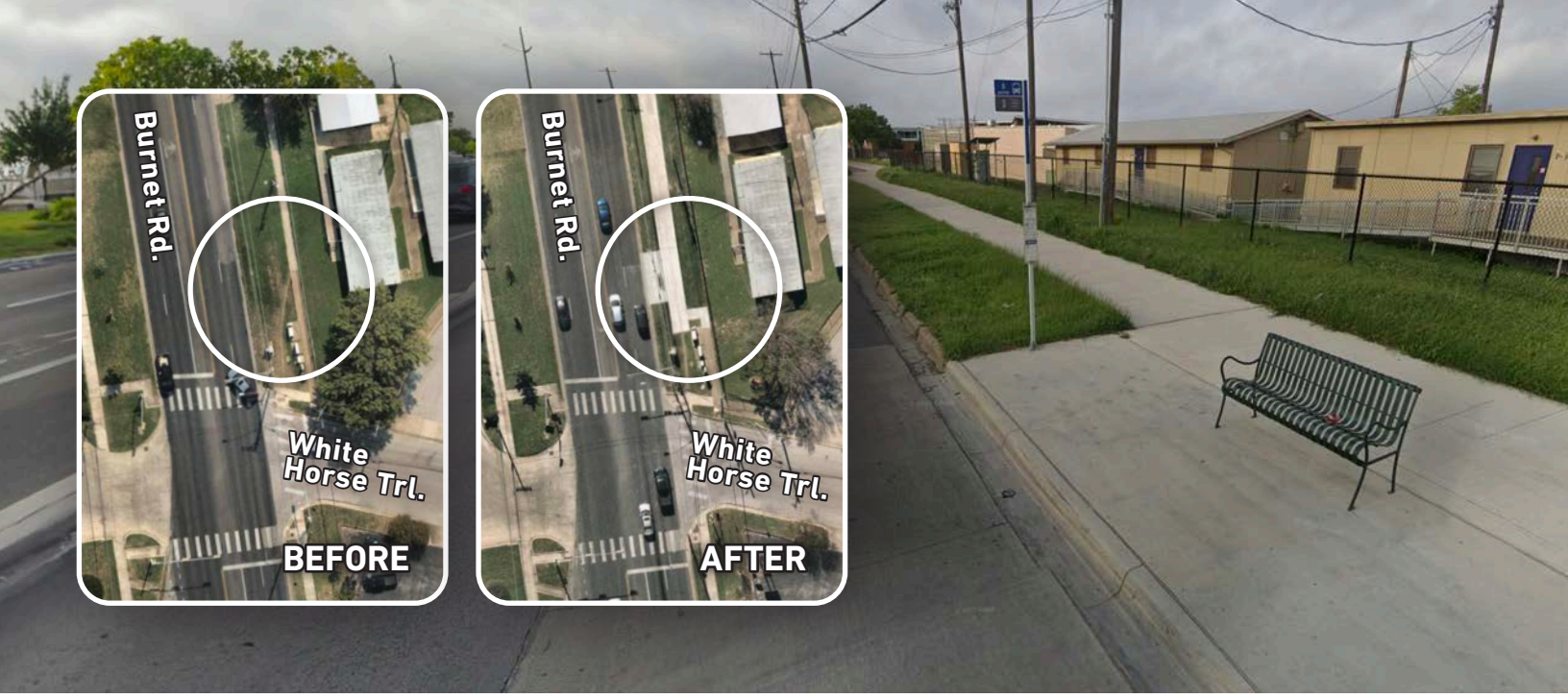
- The southbound bus stop was relocated closer to the intersection to provide access to signalized crossings.

Benefits

- Street user safety
- Accessibility

Impacts

- **Access:**
  - » Stop placed near pedestrian crossing



Bus Stop Improvement: Access

8. Burnet Road at White Horse Trail

Completed: 2021

Routes: 3

April 2025 Volume:

- 37 buses per day
- 1,980 passengers per day
- Average weekday stop ridership:
  - » 8 daily riders

Issues

- Southbound bus stop for Route 3 was located mid-block, approximately 160 ft from a signalized pedestrian crossing, encouraging unprotected crossings for transit users accessing or departing the bus stop, including students heading to Lamar Middle School.
- Project area is within the City of Austin's High Injury Network.

Improvements

- As part of the City's Burnet corridor project, a shared use path was constructed and the bus stop was relocated closer to the intersection with an upgraded passenger boarding area.

Benefits

- Street user safety
- Accessibility

Impacts

- **Access:**
  - » Stop placed near pedestrian crossing

Funding partner

- City of Austin Corridor Program

Corridor Improvement: Access, Safety

9. West Stassney Lane (West Gate Boulevard to South Congress Avenue)

Completed: September 2022

Routes: 311

April 2025 Volume:

- 132 buses per day
- 2,190 passengers per day

Issues

- Dwelling buses conflicted with micromobility users utilizing the roadway, particularly westbound.
- Lack of protected pedestrian crossings inhibited safe access to and from stop locations throughout the corridor.
- Project area is within the City of Austin's High Injury Network.

Improvements

- A new eastbound stop was constructed at Lewood Drive to complete a stop pair with the existing westbound stop across the street.
- The westbound stops at South First Street and South Congress Avenue were relocated closer to the intersection and reconstructed as floating stops with protected bike lanes and sidewalks routing behind them. Buses serve the reconstructed stops in-lane, avoiding delay and safety issues from pulling in and out of the travel lane.
- As part of the City's larger multimodal improvement project on this corridor, pedestrian crossing improvements were made at Buffalo Pass, Lewood Drive/Cork Path and Emerald Forest Drive to provide enhanced access to nearby bus stops.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » Additional stop for eastbound travel
  - » Pedestrian crossings added near five existing stops, raising percentage of stops near crossings within this segment from 38% to 64%
  - » Two new multimodal stops
- **Safety:**
  - » 42% reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area
  - » Despite modest increase in annual average bus-related crashes, 60% reduction in annual average repair costs for these bus-related crashes

Funding partner

- City of Austin Vision Zero, Transit Enhancement, Bikeways, Sidewalks and Safe Routes to School programs

Corridor Improvement: Speed/Delay, Reliability

10. East Riverside Drive (Summit Street to Grove Boulevard): Transit Priority Lanes

Completed: May 2021

Routes: 7, 20, 310, 483, 670, 671, 672

April 2025 Volume:

- 764 buses per day
- 18,040 passengers per day

Issues

- Heavy congestion during peak periods, in the peak direction, caused frequent delay for all routes operating on East Riverside Drive.
- Project area is within the City of Austin's High Injury Network.

Improvements

- 2.1 miles of transit priority lanes were added in both directions between Summit Street and Grove Boulevard. These separated lanes dedicated to buses and right turning vehicles allow buses to bypass traffic and serve stops in-lane, reducing delay.
- Multiple blocks of the outside travel lane were repaved to address deficiencies and support smooth bus operations.
- A westbound near-side bus stop at Parker Lane and a westbound midblock stop west of Pleasant Valley were both moved to the far-side of the intersection to improve bus operations and access to signalized crossings.
- Eastbound midblock stops at Riverside Farms Road and Rivers Edge Way were consolidated to improve bus stop spacing and ensure most stops within the project limits were located near a safe pedestrian crossing.
- Signal timing was updated to support corridor operations.

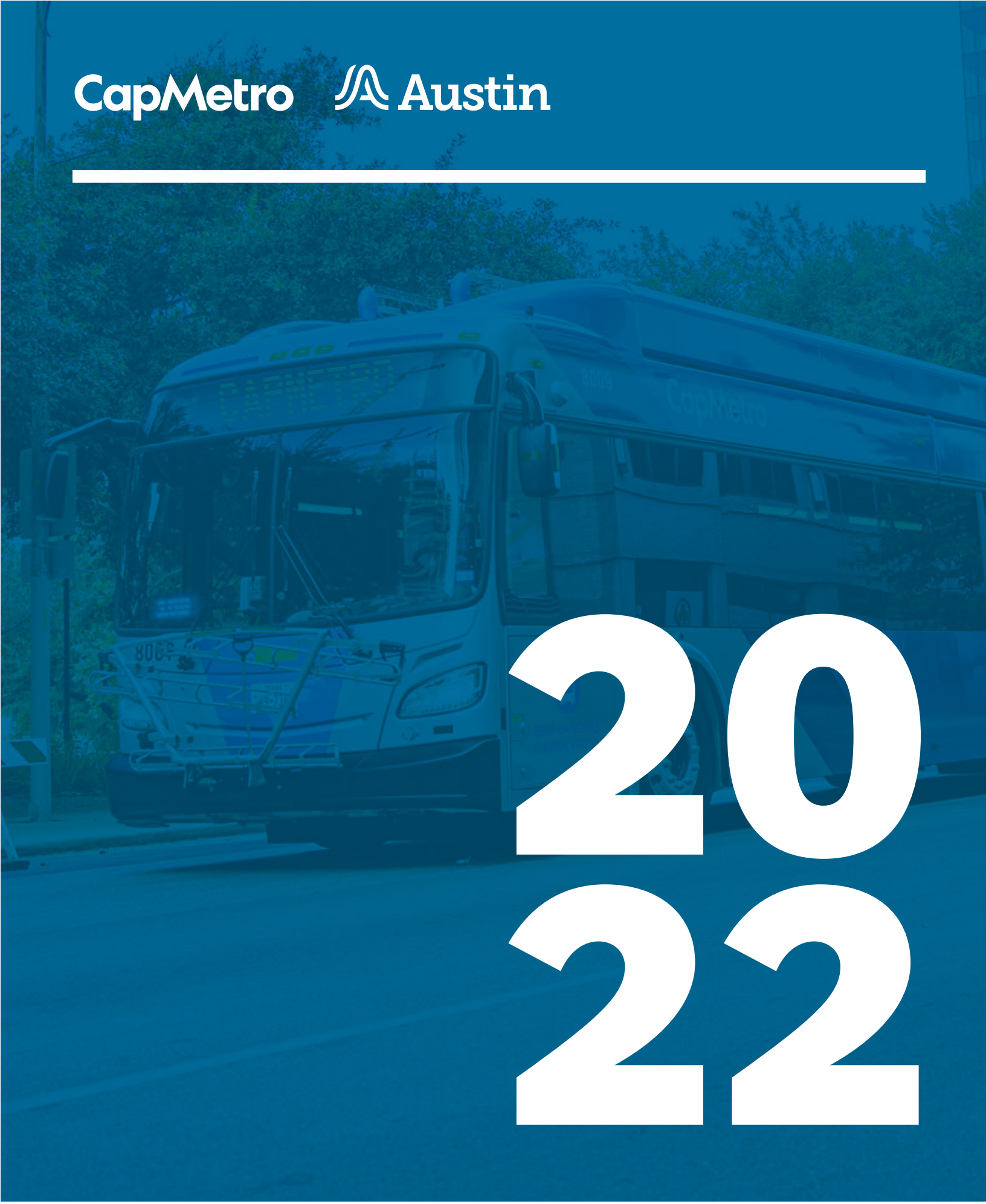
Benefits

- Transit speed and reliability

Impacts

- **Speed/Delay:**
  - » 8% overall reduction in average travel time for southbound service
    - + 21% reduction during PM peak period. Prior to implementation, the longest southbound bus travel times were during this PM peak period.
  - » 5% overall reduction in average travel time for northbound service
    - + 29% reduction during the AM peak period. Prior to implementation, the longest northbound bus travel times were during this AM peak period.
- **Reliability:**
  - » 50% improvement in schedule adherence for northbound service
    - + 14% improvement during AM peak period
    - + 67% improvement during PM peak period
  - » 68% improvement in schedule adherence for southbound service
    - + 11% improvement during AM peak period
    - + 49% improvement during PM peak period
- **An intercept survey of bus riders along the corridor found:**
  - » 85% of customers were satisfied with the transit priority lanes
  - » 25% of customers said they rode more frequently because of the transit priority lanes

CapMetro Austin



2022

Spot Improvement: Safety

11. West Oltorf Street at Railroad Tracks (near Thornton Road)

Completed: May 2022

Routes: 300

April 2025 Volume:

- 130 buses per day
- 6,890 passengers per day

Issues

- Narrow lane widths on East Oltorf Street created unsafe operations for buses travelling over the railroad tracks and around the curved roadway.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Roadway striping was modified to provide a wider outside lane for transit, which allows for safer bus operations over the railroad tracks and through the curvature of the road.

Benefits

- Street user safety

Impacts

- **Safety:**
  - » 48% reduction in annual average bus-related crashes
  - » 79% reduction in annual average repair costs for bus-related crashes
  - » 58% reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area, and 51% reduction in estimated economic and quality of life costs associated with these injuries

Bus Stop Improvement: Safety, Access

12. Manor Road and Cherrywood Road

Completed: January 2022

Routes: 20, 322, 837

April 2025 Volume:

- 386 buses per day
- 12,040 passengers per day
- Average weekday stop ridership:
  - » Eastbound stop: 55 daily riders
  - » Westbound stop: 53 daily riders
  - » Southbound stop: 10 daily riders

Issues

- Westbound stop for Route 20 was located mid-block, far to the east of the intersection, encouraging unprotected crossings.
- Eastbound stop for Route 20 was located nearside of the intersection, so buses often got stuck waiting for another green light if the signal turned red while they were picking up passengers.
- Lack of a southbound stop near the intersection for Route 322 hindered transit users' ability to transfer to Route 20 and provided an incomplete stop pair with the northbound stop.
- Dwelling buses conflicted with micromobility users utilizing the roadway.
- Project area is within the City of Austin's High Injury Network.

Improvements

- The westbound stop was reconstructed closer to the intersection and signalized crossing.
- The eastbound stop was reconstructed farside to improve speed and reliability.
- Both stops were rebuilt as Rapid stations in anticipation of the 837 Expo Rapid line.
- A southbound stop serving Route 322 was added to complete the stop pair and facilitate transfers.
- As part of the City's larger intersection improvement project at this location, the intersection was reconstructed with bicycle facilities behind curb and extended curb lines to improve safety for pedestrians and micromobility users. Lane assignments were also modified to add new left turning lanes to facilitate safer vehicle movements.

Benefits

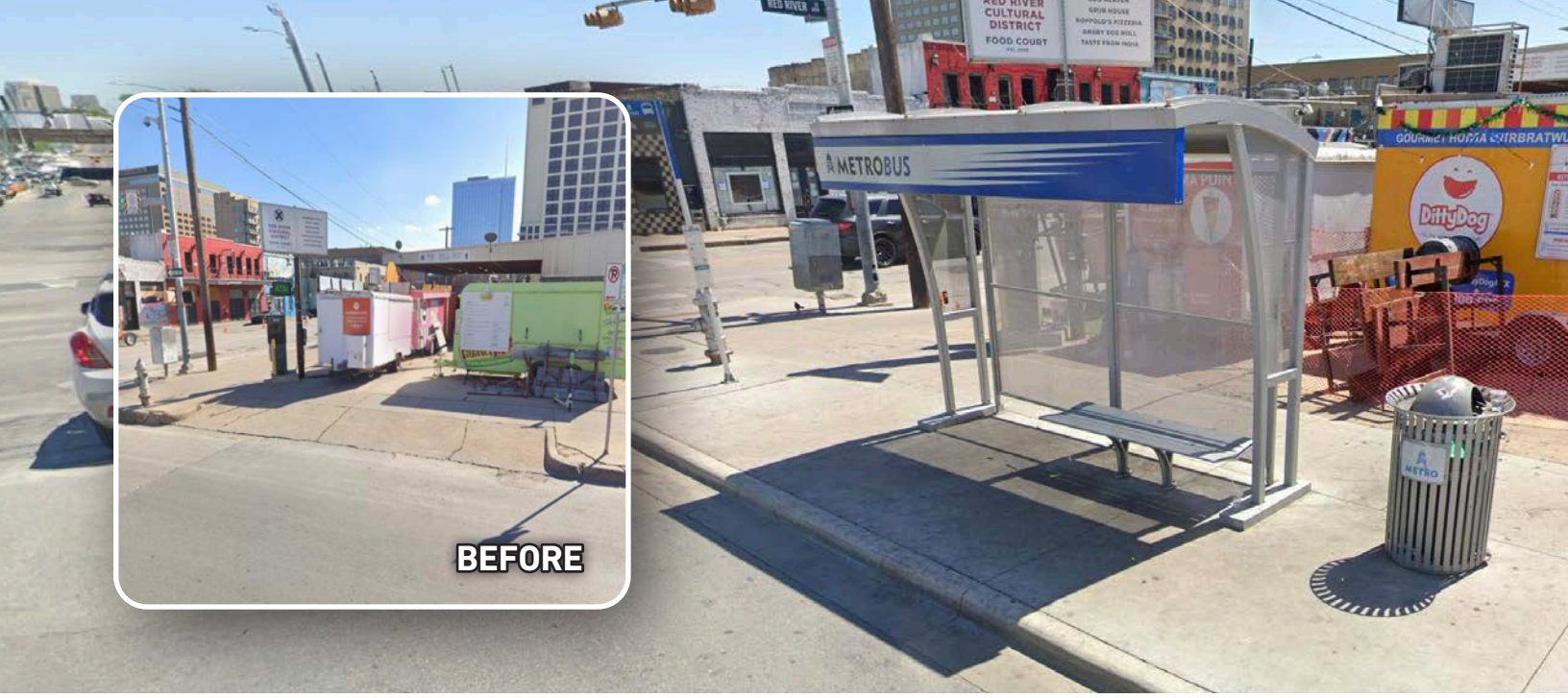
- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Safety:**
  - » 44% reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area, and 86% reduction in estimated economic and quality of life costs associated with these injuries
- **Access:**
  - » Stops placed near pedestrian crossings

Funding partner

- City of Austin Mobility Bond programs and Quarter Cent funds



Bus Stop Improvement: Access, Speed/Delay

13. East Seventh Street at Red River Street

Completed: January 2022

Routes: 4

April 2025 Volume:

- 134 buses per day
- 1,000 passengers per day
- Average weekday stop ridership:
  - » 219 daily riders

Issues

- Eastbound bus stop for Route 4 was located mid-block, about 150 feet from I-35, encouraging unprotected crossings of East Seventh Street. Additionally, the proximity to the highway conflicted with a large queue of vehicles accessing I-35 southbound, delaying through-moving buses.
- Project area is within the City of Austin's High Injury Network.

Improvements

- The bus stop was relocated further west to the Red River Street intersection to allow the bus more time to bypass queueing right turn vehicles.
- The relocated stop replaced a driveway at the intersection that did not meet City of Austin Transportation Criteria Manual (TCM) requirements for access. Closing the driveway and updating the sidewalk at the bus stop improved access to the stop.
- As part of the City's larger safety and mobility improvements on this section of East Seventh Street, the intersection with I-35 was reconstructed to provide improved pedestrian crossing and bicycle facilities, and a new right turn lane was added for eastbound vehicles to facilitate more efficient traffic operations.

Benefits

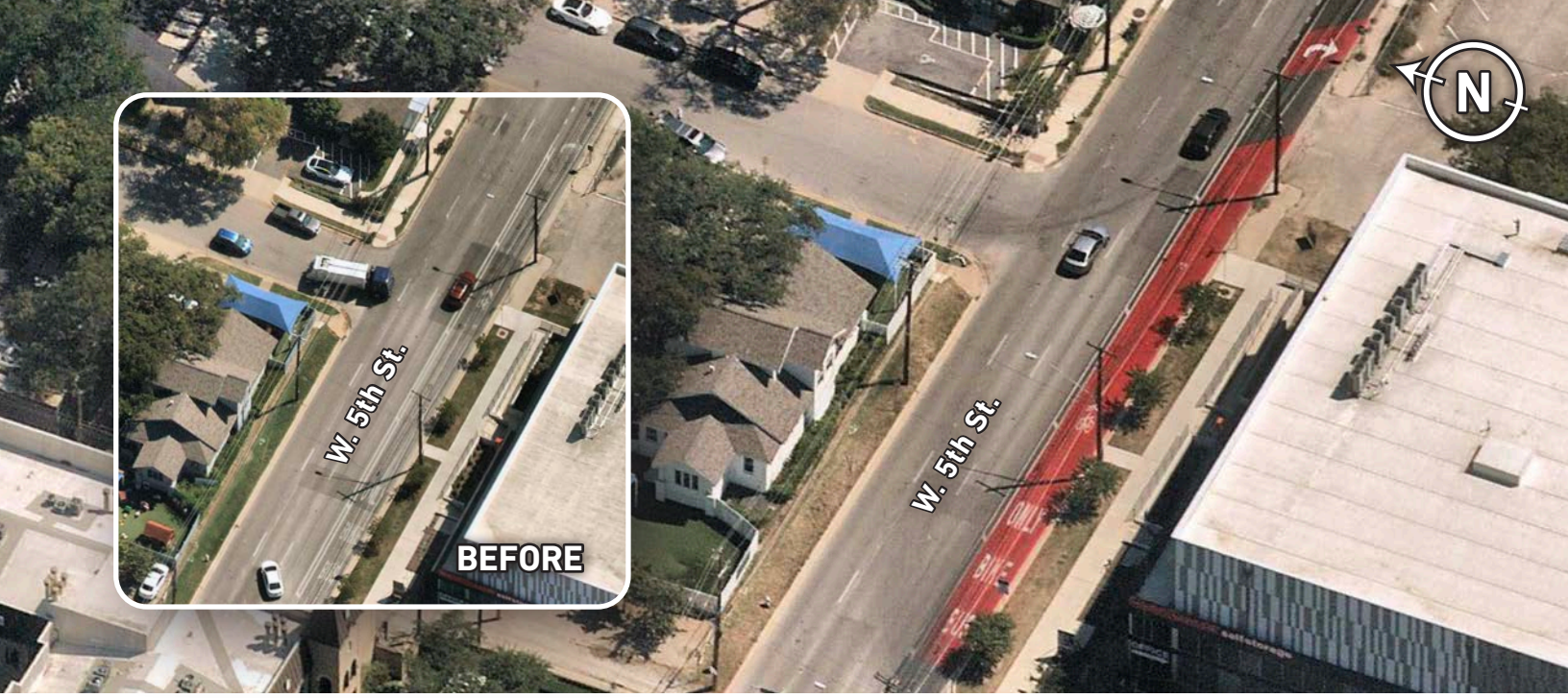
- Accessibility

Impacts

- **Access:**
  - » Stop placed near pedestrian crossing
- **Speed/Delay:**
  - » 17% reduction in average travel time

Funding partner

- City of Austin Vision Zero program



Corridor Improvement: Speed/Delay

14. West Fifth Street (West Lynn Street to Baylor Street) Shared Bus/Bike Lane – Phase 3

Completed: May 2022

Routes: 4, 663, 980, 985

April 2025 Volume:

- 129 buses per day
- 2,350 passengers per day

Background

- In 2018, a shared bus and bicycle lane was installed on Fifth Street to reduce delay for bus routes exiting the MoPac Express lane and traveling east to downtown. As designed, these lanes are intended for Capital Metro buses and people riding bikes only but can be entered by other vehicles making a right turn within the same block.
- Project area is within the City of Austin's High Injury Network.

Issues

- Non-transit vehicles often entered the shared bus/bike lane, causing delay for thousands of bus passengers.

Improvements

- The entire length of the existing shared bus/bike lane was repaved to address deficiencies and support smooth bus operations.
- Red pavement markings (methyl methacrylate and thermoplastic) were applied to the existing shared bus/bike lane, visually clarifying its intended use.

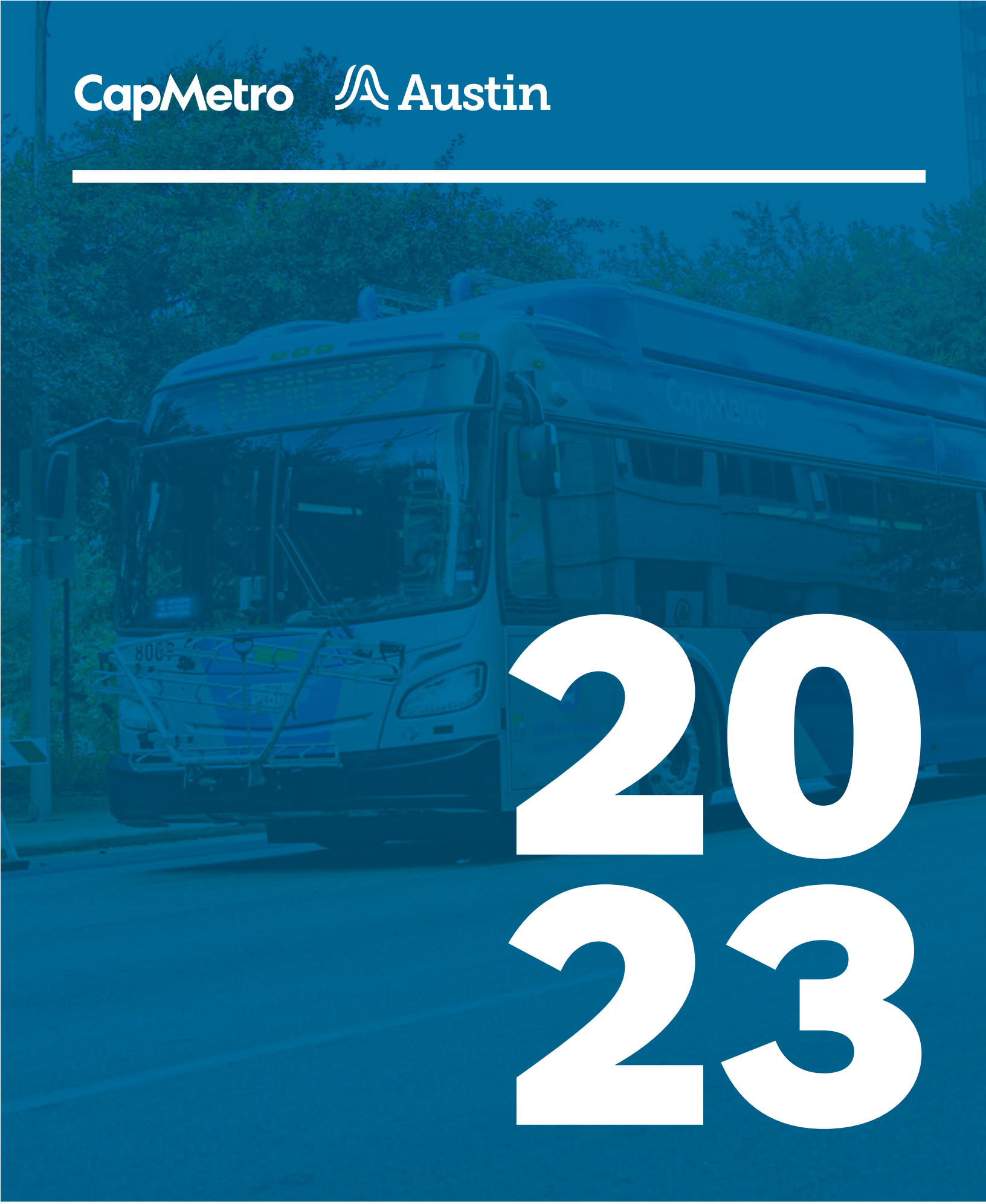
Benefits

- Updated signs and markings

Impacts

- Speed/Delay:
  - » 3% reduction in average travel time
  - » When the shared bus and bicycle lane was initially installed in 2019, AM travel time decreased by 34% and PM travel time decreased by 52%.

CapMetro Austin



2023

Spot Improvement: Access

15. Lakeline H-E-B

Completed: November 2023

Routes: 383

April 2025 Volume:

- 37 buses per day
- 1,855 passengers per day
- Average weekday stop ridership for new stop:
  - » 29 daily riders

Issues

- Existing Route 383 on South Lakeline Boulevard did not provide southbound access to area retailers and healthy food sources, including the Lakeline H-E-B Plus.
- Southbound Route 383 turns left from South Lakeline Boulevard onto Pecan Park Boulevard. Adding a bus stop near a safe crossing on Lakeline Boulevard was difficult because the bus would have to stop in the far-right lane, then quickly move across several lanes of traffic to make the left turn.

Improvements

- A westbound multimodal bus stop was added with a protected bicycle lane to keep transit users and micromobility users safe.
- A bus only lane and queue jump signal was added to help buses reach the new stop and then turn left onto Pecan Park Boulevard more easily.

Benefits

- Transit Speed and Reliability
- Street user safety
- Accessibility

Impacts

- **Access:**
  - » New stop placed near pedestrian crossing

Funding partner

- City of Austin Transit Enhancement program

Bus Stop Improvement: Safety, Access

16. Bluff Springs Road at East William Cannon Drive

Completed: October 2023

Routes: 1, 7, 201

April 2025 Volume:

- 138 buses per day
- 7,645 passengers per day
- Average weekday stop ridership:
  - » Stop closest to intersection: 488 daily riders
  - » Adjacent stop to the north: 827 daily riders

Issues

- Multiple routes terminate at two stops on Bluff Springs Road north of William Cannon Drive, resulting in multiple buses dwelling at the stops for an extended period of time.
- Dwelling buses conflict with micromobility users using the roadway.
- Lack of sufficient roadway striping creates uncertainty for vehicles passing dwelling buses
- Project area is within the City of Austin's High Injury Network..

Improvements

- Each stop was reconstructed with larger passenger boarding areas, in-street bus pads, and connections to a shared-use path. Upgraded amenities were also added to improve comfort for transit riders and reduce conflicts with micromobility users passing through the area.
- Updated roadway striping more clearly delineates travel patterns for general-purpose traffic on Bluff Springs Road.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Safety:**
  - » 65% reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area, and 62% reduction in estimated economic and quality of life costs associated with these injuries
- **Access:**
  - » Multimodal stops

Funding partner

- City of Austin Transit Enhancement, Bikeways and Vision Zero programs

Bus Stop Improvement: Access

17. Barton Springs Road at the Zilker Botanical Garden

Completed: April 2023

Routes: 30

April 2025 Volume:

- 63 buses per day
- 1,650 passengers per day
- Average weekday stop ridership:
  - » Eastbound stop: 5 daily riders
  - » Westbound stop: 4 daily riders

Issues

- Lack of passenger loading areas, sidewalks and a pedestrian crossing created unsafe and inaccessible conditions for transit users accessing Zilker Botanical Garden and surrounding areas.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Bus stops were rebuilt with fully accessible passenger loading areas and multimodal design integration.
- As part of a larger City mobility improvement project, a pedestrian hybrid beacon (PHB) and crosswalk were installed near the upgraded bus stops. Additionally, a new shared use path was built on the north side of the street, connecting to the westbound bus stop. On the south side of the street, the new eastbound bus stop was connected to the existing trail through Zilker Park.

Benefits

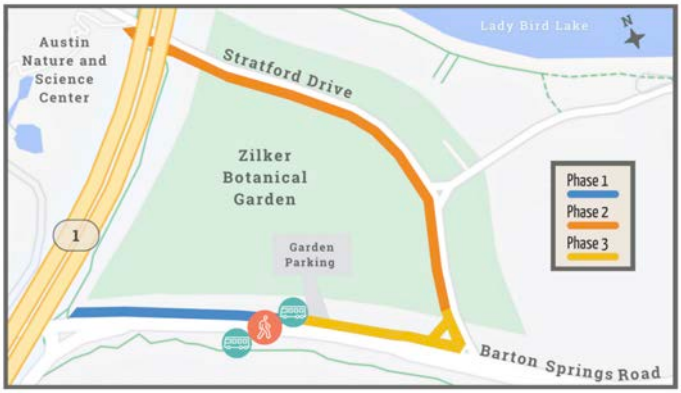
- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » Multimodal stops placed with new pedestrian crossing

Funding partner

- City of Austin Transit Enhancement, Bikeways, Sidewalks programs and Quarter Cent funds



Bus Stop Improvement: Access

18. Chicon Street at Pennsylvania Avenue

Completed: October 2023

Routes: 322

April 2025 Volume:

- 70 buses per day
- 450 passengers per day
- Average weekday stop ridership:
  - » 5 daily riders

Issues

- Southbound bus stop was located at Chicon Street and New York Avenue, without a pedestrian crossing. This location also presented inefficient stop spacing.

Improvements

- The southbound bus stop was relocated to Pennsylvania Avenue as part of a larger City mobility improvement project along the corridor, which included adding a new pedestrian crossing island near the new bus stop, as well as upgraded sidewalks, curb ramps, and pedestrian crossings elsewhere along the corridor.
- The new southbound bus stop location creates a stop pair with the corresponding northbound bus stop and optimizes stop spacing for route 322.

Benefits

- Transit speed and reliability
- Street user safety
- Accessibility

Impacts

- **Access:**
  - » Stops placed near pedestrian crossing

Funding partner

- City of Austin Safe Routes to School Program

Bus Stop Improvement: Access

19. North Lamar Boulevard at Denson Drive

Completed: October 2023

Routes: 1, 481

April 2025 Volume:

- 47 buses per day
- 3,795 passengers per day
- Average weekday stop ridership:
  - » 64 daily riders

Issues

- Uneven concrete within the northbound bus stop presented a tripping hazard and accessibility issues.
- Existing paint-and-post pedestrian island offered modest protection for transit riders trying to access the stop.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Upgraded pedestrian island with concrete platform provides more comfort and protection for pedestrians and transit riders crossing North Lamar Boulevard.
- Reconstructed bus stop eliminates tripping hazard.

Benefits

- Street user safety
- Accessibility

Impacts

- **Access:**
  - » Enhanced stop and pedestrian crossing

Funding partner

- City of Austin Transit Enhancement Program

Bus Stop Improvement: Access

20. Burton Drive at Mariposa Drive

Completed: October 2023

Routes: 7, 483

April 2025 Volume:

- 151 buses per day
- 3,460 passengers per day
- Average weekday stop ridership:
  - » Northbound stop: 190 daily riders
  - » Southbound stop: 133 daily riders

Issues

- Lack of pedestrian crossing created unsafe conditions for transit users accessing northbound and southbound stops and the adjacent neighborhood.
- Existing stop conditions did not comply with ADA accessibility standards and could not accommodate upgraded amenities.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Reconstructed the existing southbound bus stop to comply with ADA accessibility standards.
- Consolidated two nearby northbound bus stops to improve stop spacing and provide access to a safe crossing.
- A pedestrian refuge island was added between bus stops to facilitate crossings of Burton Drive.

Benefits

- Street user safety
- Accessibility

Impacts

- **Access:**
  - » Enhanced stops placed near upgraded pedestrian crossing

Funding partner

- City of Austin Transit Enhancement and Vision Zero programs

Bus Stop Improvement: Access

21. East 38½ Street at Robinson Avenue

Completed: October 2023

Routes: 322, 335

April 2025 Volume:

- 145 buses per day
- 900 passengers per day
- Average weekday stop ridership:
  - » Eastbound stop: 38 daily riders
  - » Westbound stop: 33 daily riders

Issues

- Lack of pedestrian crossing created unsafe conditions for transit users accessing eastbound and westbound stops and adjacent retail and housing.
- Existing stop conditions could not accommodate upgraded amenities.
- Existing pavement was in poor condition, and buses would dwell for longer periods, as these stops serve as timepoints.

Improvements

- A crosswalk with curb ramps and a pedestrian refuge island was installed to facilitate crossing across East 38½ Street.
- Bus stops were reconstructed to repair concrete pads and support upgraded amenities for waiting transit users, and an in-street bus pad was added for the westbound bus stop.

Benefits

- Street user safety
- Accessibility

Impacts

- **Access:**
  - » Enhanced stops placed near upgraded pedestrian crossing

Funding partner

- City of Austin Transit Enhancement Program

Bus Stop Improvement: Speed/Delay, Access

22. East Oltorf Street at Douglas Street

Completed: April 2023

Routes: 300, 310, 483

April 2025 Volume:

- 214 buses per day
- 8,090 passengers per day
- Average weekday stop ridership:
  - » Eastbound stop: 324 daily riders
  - » Westbound stop: 350 daily riders

Issues

- Eastbound and westbound bus stops were located mid-block, about 250 from the nearest signalized pedestrian crossing, promoting unsafe crossings of the roadway.
- Existing stop conditions could not accommodate upgraded amenities.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Both eastbound and westbound bus stops were relocated to the signalized crossing at East Oltorf Street and Douglas Street.
- A pedestrian crossing island was installed at the intersection to provide further protection for pedestrians and transit users accessing and departing the stops.
- Additional pedestrian crossing improvements, including curb ramp and pedestrian signal upgrades, were made at the intersection.

Benefits

- Street user safety
- Accessibility

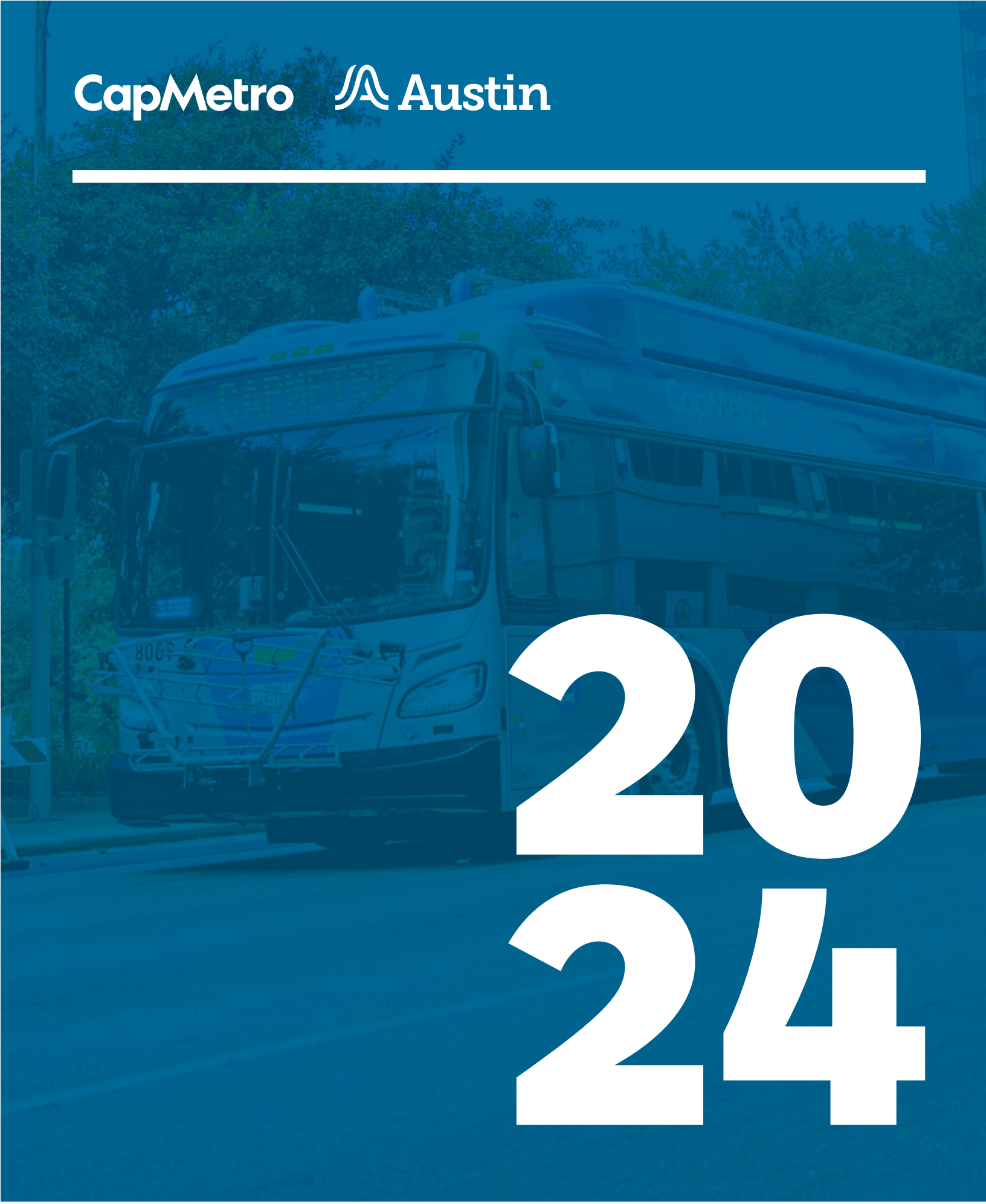
Impacts

- **Speed/Delay:**
  - » 29% reduction in average travel time for westbound service
  - » 27% reduction in average travel time for eastbound service
- **Access:**
  - » Enhanced stops placed near upgraded pedestrian crossing

Funding partner

- City of Austin Transit Enhancement Program

CapMetro Austin



2024

Spot Improvement: Access

23. East 12th Street at Airport Boulevard

Completed: February 2024

Routes: 5

April 2025 Volume:

- 73 buses per day
- 840 passengers per day

Issues

- Conflicts between buses, general traffic and bicyclists occurred at these timepoint bus stops while buses paused to stay on schedule. Additionally, the existing timepoint stops increased the risk of conflicts between general traffic and bicylists.
- Project area is within the City of Austin's High Injury Network.

Improvements

- To accommodate the bicycle facility, vehicle turning movements and bus through-movements, the design incorporates a shared bus/bike lane, a queue jump signal for buses, and red pavement markings to clearly define bus and bike-only areas.
- Buses arriving early can now wait in a dedicated bus-only area at these timepoints, reducing conflicts with general traffic.
- As part of a larger City of Austin project, protected bicycle lanes and new pedestrian crossing islands were installed along more than 2.5 miles of E 12th Street between Navasota Street and Webberville Road.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » New shared bus/bike facilities

Funding partner

- City of Austin Bikeway program

Bus Stop Improvement: Access

24. Loyola Lane at Sandshof Drive

Completed: January 2024

Routes: 233, 237, 337

April 2025 Volume:

- 189 buses per day
- 2,205 passengers per day
- Average weekday stop ridership
  - » Westbound stop: 34 daily riders
  - » Eastbound stop: 35 daily riders

Issues

- Conflicts between bicycle facilities and dwelling buses serving the stops present safety risks.
- Utilizing pull-out stops that require buses to merge in and out of traffic can slow down buses and increase crash risk.
- Project area is within the City of Austin's High Injury Network.

Improvements

- The eastbound and westbound stops were reconstructed as floating stops with protected bike lanes and sidewalks routing behind them.
- Buses serve the reconstructed stops in-lane, avoiding delay and safety issues from pulling in and out of the travel lane.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » New multimodal stops

Funding partner

- City of Austin Transit Enhancement and Bikeways programs

Bus Stop Improvement: Access, Safety

25. East Dean Keaton Street at Lafayette Avenue

Completed: April 2024

Routes: 20, 322, 465

April 2025 Volume:

- 279 buses per day
- 5,140 passengers per day
- Average weekday stop ridership
  - » Westbound stop: 106 daily riders
  - » Eastbound stop: 107 daily riders

Issues

- Westbound midblock bus stop location encouraged unsafe roadway crossings.
- Complicated lane assignments through the intersection led to conflicts with vehicles entering bike lanes as well as buses entering bike lanes to serve stops.

Improvements

- Westbound bus stop was relocated closer to the intersection to provide safer access to signalized pedestrian crossings.
- Protected intersection design was implemented to elevate and separate micromobility users from vehicles traveling on the roadway.
- Bulbed out curbs shortened crossing distances for pedestrians while also clarifying lane assignments for eastbound and westbound vehicles.
- Improved pedestrian curb ramps, a new crosswalk, and upgraded sidewalks were installed in conjunction with the redesigned intersection.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » New multimodal stops with improved pedestrian and bicycle facilities
- **Safety:**
  - » 50% reduction in annual average bus-related crashes
  - » 58% reduction in annual average repair costs for bus-related crashes

Funding partner

- City of Austin Transit Enhancement and Bikeways programs

Bus Stop Improvement: Access

26. Manor Road at Anchor Lane

Completed: February 2024

Routes: 20, 335

April 2025 Volume:

- 112 buses per day
- 4,890 passengers per day
- Average weekday stop ridership: 19 daily riders

Issues

- Conflict between bicycle facilities and dwelling buses serving the westbound stop presents safety risks.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Westbound bus stop was reconstructed with a protected bike lane and sidewalk running behind the stop. This eliminates conflicts with micromobility users, dwelling buses, and boarding/alighting transit users.
- As part of a larger City mobility improvement project, upgraded pedestrian curb ramps, a new crosswalk, improved sidewalks, and signal upgrades were installed at the intersection.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » New multimodal stop

Funding partner

- City of Austin Bikeways, Sidewalks, Transit Enhancement and Signal programs

Corridor Improvement: Access, Safety

27. South Congress Avenue (Mockingbird Lane to Little Texas Lane)

Completed: October 2024

Routes: 1, 311, 486, 801

April 2025 Volume:

- 409 buses per day
- 12,135 passengers per day

Issues

- Midblock bus stop locations, including the southbound Rapid stop that was located between Stassney Lane and Little Texas Lane, encouraged unsafe roadway crossings.
- Transfers between north/south routes and east/west routes at the Congress Avenue and Stassney Lane intersection were challenging due to the location of mid-block stops.
- Project area is within the City of Austin's High Injury Network.

Improvements

- The bus stops at Mockingbird Lane were reconstructed as multimodal stops, with a bicycle lane running behind the southbound stop and running through the shared platform of the northbound stop.
- Two multimodal Rapid infill stops were added at Stassney Lane to facilitate transfers with east/west routes.
- The eastbound midblock stop on Stassney lane was relocated to the intersection and upgraded to a multimodal design.
- The midblock Rapid southbound stop at Ainsworth Street was relocated to the signalized crossing at Little Texas Lane.
- As part of the City's larger intersection improvement project at this location, the intersection was reconstructed with bicycle facilities behind curb and extended curb lines to improve safety for pedestrians and micromobility users. To facilitate safer vehicle movements, lane assignments were modified to add new left turning lanes, while existing median islands were modified to slow right turn speeds.

Benefits

- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Access:**
  - » New multimodal stops
  - » Additional stops at Stassney to facilitate transfers
  - » Stops placed near pedestrian crossings
- **Safety:**
  - » 100%[4] reduction in annual average general-purpose crashes resulting in injuries or fatalities near project area

Funding partner

- City of Austin Vision Zero, Sidewalks, Bikeways and Transit Enhancement programs

[4] All stops were activated for service by January 2025, and there were no recorded general-purpose crashes involving injuries or fatalities near the project area between January 2025 and the data end date of April 2025. This is a small sample size, and impacts will continue to be monitored.

Corridor Improvement: Speed/ Delay, Access, Reliability

28. Trinity Street and San Jacinto Boulevard: Transit Priority Lanes

Completed: November 2024

Routes: 2, 5, 7, 10, 103, 111, 142, 171, 837, 935, 985

April 2025 Volume:

- 622 buses per day
- 10,170 passengers per day

Issues

- A high volume of bus riders experienced delay along the corridor.
- The new Rapid Expo 837 route increased bus frequency by up to six buses per hour.
- The new Rapid Expo 837 project provided the opportunity to optimize bus stop spacing and locations along the corridor.
- Conflicts between bicycle facilities and buses dwelling at stops posed safety risks.
- Project area is within the City of Austin's High Injury Network.

Improvements

- 0.8 miles of offset transit priority lanes were added in both directions on Trinity Street and San Jacinto Boulevard. These separated lanes dedicated to buses and right turning vehicles allow buses to bypass traffic and and serve stops in-lane, reducing delay.
- Nine multi-modal transit stops were constructed throughout the corridor. Eight of the stops were Rapid stations with 9" boarding islands. This higher platform height speeds up the boarding process.
- Protection was added to bicycle lanes to improve cyclist comfort and safety.
- Pedestrian crossing improvements were made throughout the corridor, including new crossings on Trinity at 13th and 14th streets, to enhance safety for pedestrians.

Benefits

- Transit speed and reliability
- Street user safety
- Accessibility
- Multimodal connectivity

Impacts[5]

- **Speed/Delay:**
  - » 11% reduction in average travel time for southbound service
- **Reliability:**
  - » 23% improvement in schedule adherence for southbound service
- **Access:**
  - » New multimodal stops
  - » Stops placed near pedestrian crossings
- **An intercept survey of bus riders along the corridor found that:**
  - » 70% of customers were satisfied with the transit priority lanes

Funding partner

- City of Austin Transit Enhancement, Bikeways, Vision Zero, Sidewalks and Pedestrian Crossing programs

[5] Data analyzed is from a small sample size due to the recent project completion. Project impacts will continue to be monitored. In addition, continued construction to the Rapid 837 Expo line stations may have impacted early project outcomes.

Corridor Improvement: Access

29. South First Street (West Ben White Boulevard to Gibson Street)

Completed: January 2025

Routes: 10

April 2025 Volume:

- 133 buses per day
- 3,345 passengers per day

Issues

- Moderate passenger delay along the corridor.
- Midblock bus stops encouraged unsafe roadway crossings.
- Project area is within the City of Austin's High Injury Network.

Improvements

- Thirteen bus stops were optimized throughout the corridor, relocating midblock stops to pedestrian crossings, closing select stops to improve stop spacing, and reconstructing existing stops to improve access.

Benefits

- Transit speed and reliability
- Street user safety
- Accessibility

Impacts

- Access:
  - » Relocation of midblock stops raised percentage of stops near crossings within this segment from 63% to 100%.

Funding partner

- City of Austin Transit Enhancement and Sidewalks programs

Corridor Improvement: Speed/ Delay, Access, Reliability

30. Salt Springs Drive (William Cannon Boulevard to Thaxton Road)

Completed: April 2024

Routes: 333

April 2025 Volume:

- 132 buses per day
- 1,785 passengers per day

Issues

- Midblock bus stops encouraged unsafe roadway crossings.
- With Route 333 serving the nearby elementary school, placing stops at safe, protected pedestrian crossings was prioritized.
- Excessive speeding along the corridor impacted safety of neighborhood residents and people accessing the school.

Improvements

- Nine stops were optimized throughout the corridor. This included relocating midblock stops to pedestrian crossings, upgrading stops to multimodal designs, closing stops to improve spacing and adding new stops to complete stop pairs.
- Improved curb ramps and new pedestrian crossing islands were constructed near bus stops at Orange Blossom Way, Tara Drive, and Roseborough Drive.
- As part of the City's larger mobility improvement project at this location, a new pedestrian crossing island and improved curb ramps were constructed at Asa Drive and a new sidewalk was installed to close the gap between William Cannon Drive and Orange Blossom Way.

Benefits

- Transit speed and reliability
- Street user safety
- Accessibility
- Multimodal connectivity

Impacts

- **Speed/Delay:**
  - » 43% reduction in average travel time for northbound service
  - » 13% reduction in average travel time for southbound service
- **Access:**
  - » New multimodal stops
  - » Relocation of midblock stops raised percentage of stops near crossings within this segment from 67% to 100%.
- **Reliability:**
  - » 32% improvement in schedule adherence for southbound service

Funding partner

- City of Austin Bikeways, Transit Enhancement, Sidewalks, Speed Management and Safe Routes to School programs

Building Future Streets for Transit

In September 2024, the City of Austin, in partnership with CapMetro, finalized the Transit Enhancement Infrastructure Report, identifying 37 high-priority locations for transit-supportive improvements across Austin. Guided by robust data analysis, community input, and bus operator feedback, these sites were selected for their strong potential to improve transit operations, safety, and rider access.

With funding from CapMetro through the Transit Speed and Reliability Interlocal Agreement, along with available City mobility bond funds, the City and CapMetro will move forward together to design and implement these improvements. This ongoing collaboration reflects both partners' commitment to delivering better transit for our community.

CapMetro will continue to focus on the four key goals of its Strategic Plan 2030: providing reliable and secure service, growing ridership, maintaining fiscal responsibility, and enhancing regional significance. By aligning closely with the goals of the Austin Strategic Mobility Plan, these investments will be strategic, measurable and impactful – ensuring transit in Austin is safer, faster and more accessible for all.

Contact Us

For more information about Austin Transportation and Public Works' Transit Enhancement Program, CapMetro's Transit Speed & Reliability Program, or to learn more about the projects in this report, please contact us:

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