OLTORF STREET

Between Wickersham Lane and I-35

PROJECT DESCRIPTION

This project proposes to improve bus stop spacing, relocate existing midblock stops to safe crossings, and improve access management by prohibiting certain left-turn movements at closely spaced driveways. In addition, a pedestrian hybrid beacon signal is proposed between I-35 and Parker Lane to provide an additional pedestrian crossing opportunity on the corridor.

BENEFITS AND ISSUES ADDRESSED

This segment of Oltorf Street serves two Frequent Local routes and one Local route, and in 2025 CapMetro will begin operating new Project Connect MetroRapid bus service on the corridor. It currently has two lanes in each direction, a center turn lane, sidewalks, and bike lanes on each side. Buses experience high levels of delay between I-35 and Pleasant Valley Road. Removing stops with low ridership and relocating stops to the far-side of intersections will allow for improved transit speeds and reliability, and provide safer access to current midblock stops. In addition, adding a pedestrian hybrid beacon signal between the I-35 northbound frontage road and Parker Lane will reduce the existing 1,200 foot gap between signalized pedestrian crossings, improving safety and access to transit.

Access management, proposed for the driveways east of the I-35 frontage road, would decrease conflicts between through vehicles traveling along Oltorf Street and vehicles turning into and out of driveways by prohibiting certain left-turn movements. This would improve safety along the segment as well as travel speeds for buses. Where left-turns are restricted, access to properties is often maintained through U-turn opportunities.

BEST PRACTICES

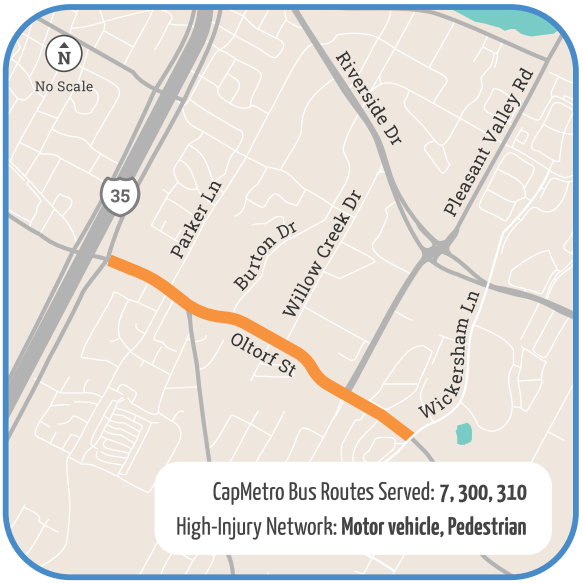
Access management at driveways, such as hardening the centerline with flex posts to restrict left-turn movements, can improve the safety of the roadway and improve traffic flow.

Braker Lane in Austin
Source: Google Street View

PROJECT SCORE

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

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost**: $0.5M for design and construction
- **Potential Funding Sources**: 2020 Austin Mobility Bond funds, CapMetro ILA funds, Street Impact Fee funds
- **Project Duration from Conceptual Design through Construction**: Short (0-2 years)

OLTORF STREET

Between I-35 and South First Street

PROJECT DESCRIPTION

This project proposes several infrastructure improvements related to enhancing transit access and operations. These improvements include moving bus stops to the far-side of intersections, improving stop spacing by removing some closely-spaced stops and adding new stops where large gaps exist, and adding three new pedestrian hybrid beacons to provide additional crossing opportunities on the corridor.

BENEFITS AND ISSUES ADDRESSED

This segment of Oltorf Street serves Route 300, which is designated as a Frequent Local route and is the second highest ridership route in the CapMetro system. It currently has two lanes in each direction and sidewalks with no dedicated bicycle facility. Buses currently experience a moderate amount of delay throughout the segment and a high levels of delay westbound between South First Street and South Congress Avenue, including at major intersections with Eastside Drive, South Congress Avenue, and South First Street. The intersection of Oltorf Street and South Congress Avenue is planned to include a light-rail transit station as part of Project Connect. Improving bus connections to and from the future station will benefit the transit network as a whole.

The shifting of bus stop locations is proposed to better align with safe pedestrian crossings and key destinations along the segment. In addition, the three proposed pedestrian hybrid beacons will allow for protected crossings in locations with large crossing gaps. Relocating bus stops to the far-side of signalized intersections is also expected to reduce transit delay.

PROJECT HIGHLIGHT

Adding bus stops near key destinations such as high-density residential developments can increase the effectiveness and safety of the transit network. The project proposes adding a new stop pair at Wilson Street that will improve access to transit for residents in nearby homes.

Source: Michael Minasi / KUT

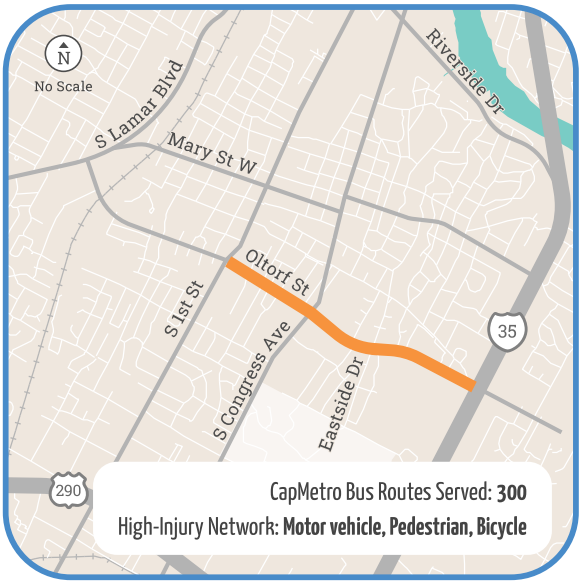
PROJECT SCORE

Speed/Reliability Needs: ✓✓✓

Access Needs: ✓✓✓

Equity Needs: ✓✓✓

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost**: $1.4M for design and construction
- **Potential Funding Sources**: 2020 Austin Mobility Bond funds, CapMetro ILA funds, Street Impact Fee funds
- **Project Duration from Conceptual Design through Construction**: Medium (2-5 years)

PUBLIC FEEDBACK

"I feel very unsafe crossing at this intersection to catch the 300."

"Bus moves slowly through here."

OLTORF STREET

Between South First Street and South Lamar Boulevard

PROJECT DESCRIPTION

This project proposes moving a bus stop from the near-side to the far-side of a signalized intersection and adding a new traffic signal at the intersection with Thornton Road. In addition, a preliminary engineering study is recommended to explore the possibility of improving lane widths for transit and incorporating protected bicycle facilities along this segment of Oltorf Street.

BENEFITS AND ISSUES ADDRESSED

This segment of Oltorf Street serves Route 300, which is designated as a Frequent Local route and is the second highest ridership route in the CapMetro system. It currently has two lanes in each direction, sidewalks, and no dedicated bicycle facilities. Buses experience high levels of delay throughout the segment, particularly at the intersections with South Lamar Boulevard, Fifth Street, and South First Street. Additionally, a railroad crossing just west of Thornton Road causes considerable traffic congestion during a train crossing event. The current lane widths along this segment of Oltorf Street are narrow at approximately 10 feet wide. This is a contributing factor for crashes and related incidents between CapMetro buses and other roadway users.

Moving stops to the far-side of intersections has the benefit of allowing buses to travel through an intersection before stopping, allowing for more effective use of transit signal priority to reduce signal delay. A traffic signal at Thornton Road would provide protected pedestrian crossings for the stop pair located at the intersection, resulting in improved access and safety. The proposed signal at Thornton Road also addresses a gap of approximately 2,600 feet between signalized pedestrian crossings.

While further study of traffic impacts are needed, a four-lane to three-lane conversion along this segment of Oltorf Street could improve safety for pedestrians and bicyclists accessing transit services. Under this configurtation, transit speed and reliability would be improved by improving lane widths for transit and providing left-turn lanes at major intersections.

BEST PRACTICES

Installing a new traffic signal facilitates safe pedestrian crossings by forcing conflicting vehicles to stop during the walk phase. Pedestrian safety at signalized intersections can be further enhanced by Leading Pedestrian Intervals that allow pedestrians to enter the intersection 5 to 15 seconds before the associated vehicle movement.

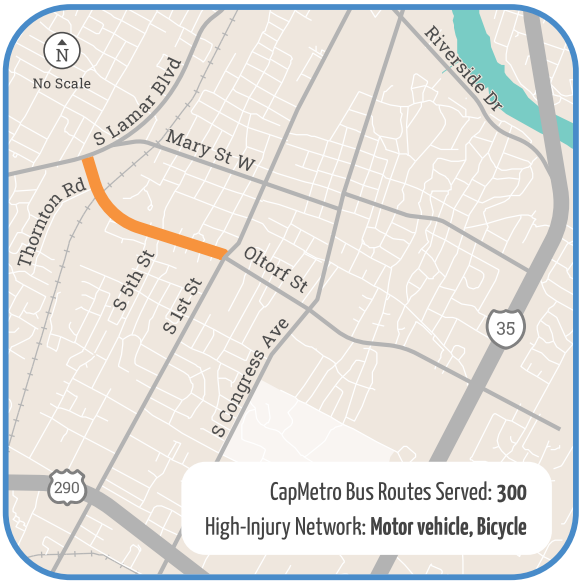
PROJECT SCORE

Speed/Reliability Needs: ✓ ✓ ✓

Access Needs: ✓ ✓ ✓

Equity Needs: ✓ ✓ ✓

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost**: $1.1M for design and construction
- **Potential Funding Sources**: 2020 Austin Mobility Bond funds, CapMetro ILA funds, Street Impact Fee funds
- **Project Duration from Conceptual Design through Construction**: Medium (2-5 years)

PUBLIC FEEDBACK

"Entire section along Oltorf is challenging – consistently stuck in traffic on 300 route."