



PLEASANT VALLEY ROAD

Between Webberville Road and Cesar Chavez Street

PROJECT DESCRIPTION

This project proposes to implement several improvements at intersections along Pleasant Valley Road: adding transit signal priority (TSP) to traffic signals, a new traffic signal at Lyons Road, a transit priority lane at Seventh Street, turn lane improvements, and bus stop modifications.

BENEFITS AND ISSUES ADDRESSED

This segment of Pleasant Valley Road serves two Frequent Local bus routes with high ridership. Currently, it has one general purpose lane in each direction north of East Seventh Street and two lanes in each direction south of East Seventh Street, intermittent bike lanes, and sidewalks on each side. CapMetro will begin operating new [Project Connect](#) MetroRapid bus service along the Pleasant Valley corridor in 2025. The Transportation and Public Works department is evaluating a holistic re-design of this section of Pleasant Valley Road that, if implemented, may improve transit speeds, pedestrian facilities, and bicycle facilities.

Vehicles, including buses, experience significant delay at intersections with major cross-streets including Lyons Road, East Seventh Street, East Fifth Street, and East Cesar Chavez Street. In addition, bus stops that are closely spaced and have low levels of ridership may unnecessarily result in transit delays. Implementing this project would have the benefit of improving both the speed and reliability of bus service along this corridor, allowing riders to more easily schedule their transit trips.

IMPROVEMENT HIGHLIGHT

According to National Association of City Transportation Officials (NACTO), Transit Signal Priority can reduce transit delay by 10-50% at target intersections and improve the overall reliability of transit service.



Source: King County Metro Speed Reliability Toolbox

PROJECT SCORE

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

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost:** \$2.5M 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:** Long (5+ years)

PUBLIC FEEDBACK

"Bus should have priority through here."



PLEASANT VALLEY ROAD

Between Cesar Chavez Street and Lakeshore Boulevard

PROJECT DESCRIPTION

This project proposes altering the cross-section over the Longhorn Dam bridge to allow for northbound and southbound transit priority lanes. It is important to note that a [wishbone-shaped pedestrian bridge](#) is currently planned on the west side of the Longhorn Dam bridge and is expected to be completed in 2026. Proposed changes to Pleasant Valley Road's cross-section could be implemented after the pedestrian bridge is constructed and active transportation modes are rerouted to the parallel facility.

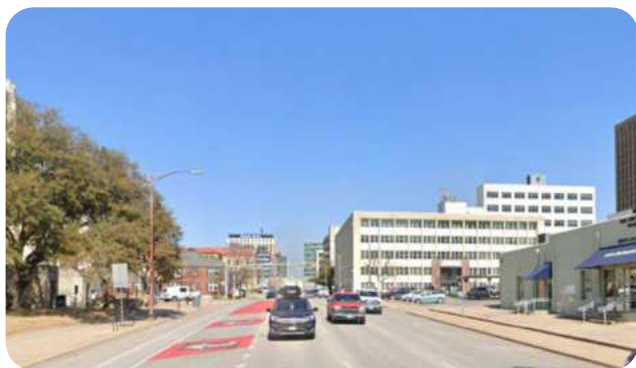
BENEFITS AND ISSUES ADDRESSED

Multiple CapMetro buses travel over the bridge to get to and from the CapMetro garage located just north of the project limits on 5th Street at Pleasant Valley Road. Additionally, in 2025, CapMetro will begin operating new [Project Connect](#) MetroRapid bus service along the Pleasant Valley corridor. The majority of the segment currently has two lanes in the southbound direction and one lane in the northbound direction. Buses currently experience high levels of delay and travel time reliability impacts when traveling over the Longhorn Dam bridge as well as at intersections with Cesar Chavez Street and Lakeshore Boulevard during peak periods.

Transit priority lanes would allow buses to operate separately from general purpose traffic. This would provide improved speed and reliability for bus routes. In addition, the proposed project would allow for a high quality of service on the new MetroRapid route.

BEST PRACTICES

Transit priority lanes have improved travel times and reliability for downtown routes along Guadalupe Street and Lavaca Street.



Guadalupe Street in Austin
Source: Google Street View

PROJECT SCORE

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

PROJECT LOCATION



CapMetro Bus Routes Served: 300, 672
High-Injury Network: Motor vehicle, Bicycle

IMPLEMENTATION

- Approximate Cost:** \$8.5M for design and construction
- Potential Funding Sources:** 2020 Austin Mobility Bond funds, CapMetro ILA funds, Street Impact Fee funds, grant funding opportunities
- Project Duration from Conceptual Design through Construction:** Long (5+ years)

PUBLIC FEEDBACK

"Buses get stuck in traffic on the Pleasant Valley Bridge. When the new pedestrian bridge is built, perhaps we convert one lane to bus only."



PLEASANT VALLEY ROAD

Between Lakeshore Boulevard and Oltorf Street

PROJECT DESCRIPTION

This project proposes a southbound transit priority lane through the intersection of Pleasant Valley Road and Riverside Drive and a supporting queue jump signal phase. In conjunction with this improvement, a raised protected bicycle lane is proposed on the west side of the intersection to enhance pedestrian and bicycle connectivity. This project also includes added protection for existing bike lanes, improved pedestrian crossings, and consolidation of one bus stop with low ridership.

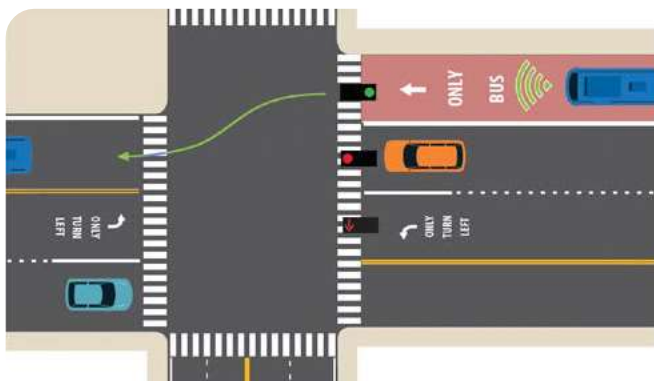
BENEFITS AND ISSUES ADDRESSED

This segment of Pleasant Valley Road serves a Frequent Local Route and a Local Route, and in 2025 CapMetro will begin operating new [Project Connect](#) MetroRapid bus service along the corridor. There are currently two lanes in each direction, bike lanes, and sidewalks on each side. Buses along this corridor experience high levels of delay, particularly southbound at the Riverside Drive intersection.

A southbound transit priority lane and queue jump at the Pleasant Valley Road and Riverside Drive intersection would greatly enhance bus speeds and reliability by allowing buses to separate from general purpose traffic and proceed through the intersection first. This intersection is also planned to include a light-rail transit station as part of [Project Connect](#), and these proposed improvements should be coordinated with the Austin Transit Partnership. Improving bus connections to and from the future station will benefit the transit network as a whole.

BEST PRACTICES

Queue jump lanes allow buses to easily enter ahead of traffic flow at a priority intersection.

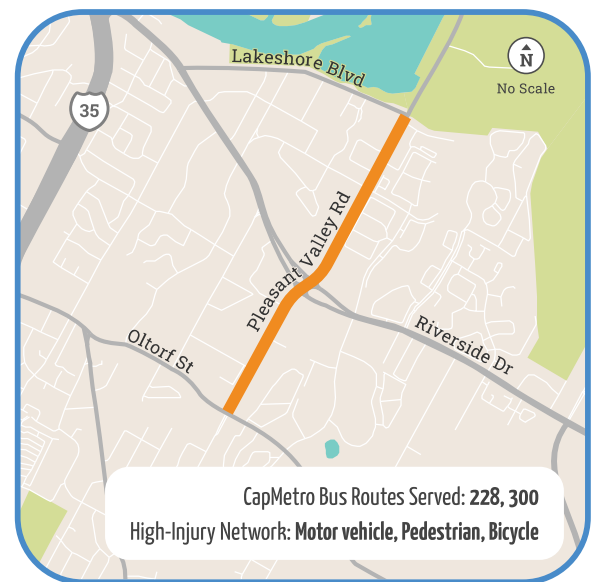


Source: Maryland DOT Transit Priority Toolkit

PROJECT SCORE

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

PROJECT LOCATION



IMPLEMENTATION

- Approximate Cost:** \$1.6M 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

"300 bus gets [stuck] in traffic from Pleasant Valley to Springdale Road, making it move slowly."