



# SOUTH FIRST STREET

Between William Cannon Drive and Stassney Lane

## PROJECT DESCRIPTION

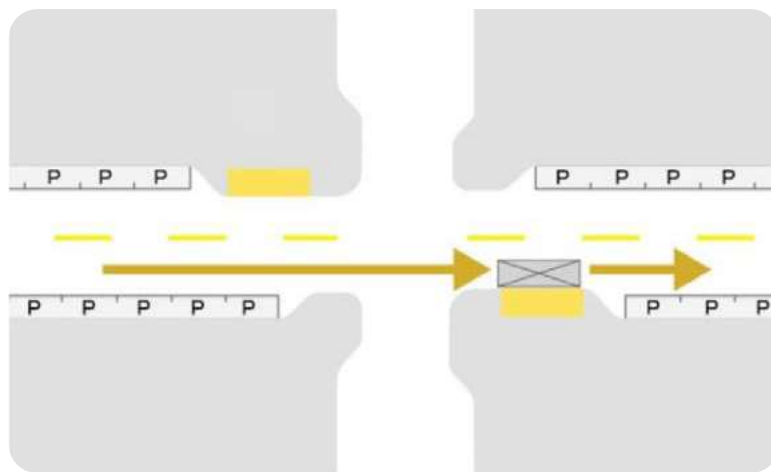
This project proposes to implement several bus stop relocations to provide access to safe crossings and improve bus operations, and proposes a new pedestrian hybrid beacon signal at Bramble Drive.

## BENEFITS AND ISSUES ADDRESSED

This segment of South First Street serves one Frequent Local route. It has two lanes in each direction, sidewalks, and no dedicated bicycle facilities. Bus stop relocations from the near-side to the far-side of intersections will reduce bus delay at traffic signals. Adding a pedestrian hybrid beacon signal will allow passengers to safely cross the street when accessing the transit stops near Bramble Drive.

## BEST PRACTICES

Far-side bus stops reduce signal delay and encourage passengers to cross behind the bus. This improvement is particularly effective when paired with transit signal priority.



P Parking spot      Bus stop      Bus

Source: NACTO

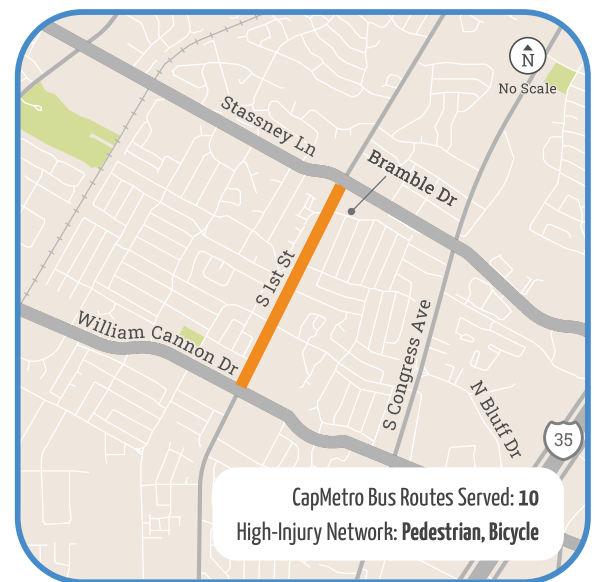
## PROJECT SCORE

Speed/Reliability Needs: ✓✓✓

Access Needs: ✓✓✓

Equity Needs: ✓✓✓

## PROJECT LOCATION



## IMPLEMENTATION

- **Approximate Cost:** \$0.6M for design and construction
- **Potential Funding Sources:** 2020 Austin Mobility Bond funds, CapMetro ILA funds
- **Project Duration from Conceptual Design through Construction:** Short (0-2 years)



# SOUTH FIRST STREET BRIDGE

Between Barton Springs Road and Cesar Chavez Street

## PROJECT DESCRIPTION

This project proposes several infrastructure improvements including a northbound transit priority lane, turn lane improvements at the intersection with Riverside Drive, and bicycle facility upgrades.

## BENEFITS AND ISSUES ADDRESSED

The South First Street bridge is a major crossing over Lady Bird Lake that serves 11 bus routes traversing to and from downtown. The majority of the segment has three lanes in each direction. Pedestrians are served by the Ann and Roy Butler Hike and Bike Trail and there are bicycle lanes on both sides of the street. Buses experience high levels of delay and travel time variability over the bridge and at the intersection with Riverside Drive.

The proposed improvements such as a northbound transit priority lane and southbound turn lane modifications, are expected to increase bus travel speeds and improve reliability. Additionally, bicycle facility upgrades will allow cyclists to access transit more easily along this corridor.

## PROJECT HIGHLIGHT

The intersection of South First Street and Riverside Drive experiences recurring traffic congestion. Turn lane improvements are expected to reduce delay and travel time for both transit vehicles and general purpose traffic.



Source: Google Street View

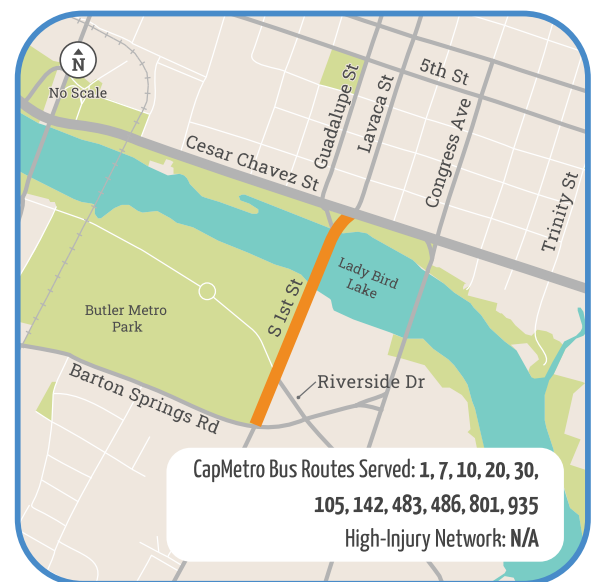
## PROJECT SCORE

Speed/Reliability Needs:

Access Needs:

Equity Needs:

## PROJECT LOCATION



## IMPLEMENTATION

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

## PUBLIC FEEDBACK

"Buses should have their own lane in order to not get caught up with traffic."

"Need a dedicated bus lane on the bridge, which is a natural bottleneck."