**Project Connect**

Project Connect is the Central Texas high-capacity transit plan that will create real, tangible transit projects that offer an alternative to mind-numbing traffic congestion. It’s not about a single train or bus route, but a robust transit system that improves travel into, out of and around Central Austin from the surrounding region.

It will provide options that build upon one another and create a system to move more people, more quickly. The end result will connect residents, businesses, schools, services, and shopping through a high-capacity transit network.

**MetroRapid**

The MetroRapid Short-Term Enhancements flipbook provides an overview of locations and transit improving projects that intend to encourage more riders and move more people through the same space. The projects cover small infrastructure improvements, policy changes, and technology upgrades.

**Key Terms**

- **TPL**: Transit Priority Lane
- **TSP**: High Capacity Transit
What are MetroRapid Short-Term Enhancements?

The MetroRapid enhancements are a set of short-term, location specific projects that are designed to help improve the transit service. Projects focus on service, infrastructure and technology improvements that speed up trips, increase reliability, enhance the passenger experience and implement key safety treatments. MetroRapid Short-Term Enhancements have been evaluated on 7 potential benefits to transit riders and the overall transit system shown in the graphic to the right. The evaluation focused on a high level assessment on whether the benefit could be observed, or not. Benefits not observed in projects are faded on the following project sheets.

A full prioritization evaluation will be completed in the final step of this Project Connect planning process. The evaluation will consider detailed metrics and utilize input gathered from public feedback received online, at community events and in coordination with the Multimodal Community Advisory Committee.

An optimized transit system that is efficient and reliable is beneficial to users and can be beneficial to the city as a whole. The short-term enhancements are key to keeping Austin moving in the short term, and setting the stage for potential long-term investments also being studied in Project Connect.
What are MetroRapid Short-Term Enhancements?

Each MetroRapid enhancement has been evaluated to have a low and high set of project options. The low or high option refer to general costs of implementation, benefits to riders, and value to transit system operations. The following short-term enhancements have been identified for MetroRapid and discussed further in the following pages.

1. The Drag - Guadalupe St. and MLK Jr. Blvd. to 29th St.
   Improves transit system operations through transit priority treatments. Adds pedestrian and bicycle safety enhancements.

2. Guadalupe St./Lavaca St./ MLK Jr. Blvd.
   Adds transit priority treatments and pedestrian safety enhancements that reduce delays, provide safety and move more people.

3. Capitol Station
   Adds pedestrian and station amenities.

4. Austin History Center Station
   Improves system reliability by reducing bus stacking. Adds pedestrian and bicycle safety treatments.

5. Guadalupe St. and Lavaca St.
   Improves transit system operations by extending transit priority lanes to Cesar Chavez St. and activating Transit Signal Priority.

6. South 1st St. Bridge
   Adds transit priority treatments that reduce delays and help move more people over the bridge.

7. Chinatown Station
   Adds pedestrian safety treatments, station amenities, and improves transit system connectivity.

8. Crestview Intersection
   Improves transit congestion issues around the station by reducing conflicts between automobiles, transit vehicles, bicycles and pedestrians.
MetroRapid Short-Term Enhancement Examples

**Transit Priority Lanes (TPL)**
Dedicated bus lanes that allow transit to bypass traffic.

**Contraflow Lane**
Dedicated transit lanes that flow in the opposite direction of current traffic. This treatment is typically used on one-way streets.

**Peak Hour Reversible Vehicle Lane**
Reversible lanes are vehicle lanes in which the direction of travel can be changed to maximize available roadway space during peak travel times.

**MetroRapid Station Modifications**
Retrofitting station roofs to better protect people from the elements.

**Improved Sidewalks & Crosswalks**
Highly visible striped crosswalks and improved sidewalks add safety and accessibility.

**Bike Box/Improved Bicycle Facilities**
Bike boxes allow cyclists a safe and visible way to get ahead of queuing traffic during a red traffic signal phase. Improving and adding bicycle facilities encourages multimodal transportation.
MetroRapid Short-Term Enhancement Examples

**Queue Jump Signal**
Allows buses to quickly travel through congested intersections by providing transit-only signal cycle before a green signal is given to general purpose traffic.

**Pedestrian Hybrid Beacon**
Provides pedestrians and bicyclists safe crossing at non-signalized intersections such as mid-block crossings.

**“Don’t Block the Box” Striping**
Highly visible striping discourages motorist from obstructing intersections. Fines and ticketing are policy enforcement strategies that may accompany signage and striping if deemed necessary.

**Bus Only Markings**
Highly visible painting, or markings in lanes that designate usage.

**Transit Signal Priority (TSP)**
Allows buses to have an earlier and/or longer green signal to maintain frequencies and on-time performance.

**Grade Separation**
Grade separation of transportation infrastructure commonly includes elevated structures or tunneling to reduce potential conflicts with street-level transportation and/or pedestrians.
The Drag - Guadalupe St. and MLK Jr. Blvd. to 29th St.

The Drag is a section of Guadalupe Street between MLK Jr. Boulevard and 29th Street. The corridor is very active due to its proximity to the University of Texas and numerous restaurants and retail shops. The City of Austin recently completed a corridor study for this area that recommends a variety of treatments that improve conditions for transit, bicyclists and pedestrians.

The short-term enhancement goals are to optimize transit operations through The Drag corridor, improve MetroRapid station amenities and enhance pedestrian and bicycle safety.

<table>
<thead>
<tr>
<th>Project at a Glance</th>
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<td><strong>Key Considerations:</strong></td>
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<td>● Improve transit travel time, frequency and reliability.</td>
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<td>● Proposed relocation of UT Dean Keeton and West Mall MetroRapid Stations.</td>
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<td>● Protect people from the elements and improve customer experience.</td>
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**Project Recommendation:**

The low short-term enhancement option best satisfies the goals of improving transit operations and customer experience.
The Drag - Guadalupe St. and MLK Jr. Blvd. to 29th St.

The low option addresses pedestrian and bicycle safety and improvements to MetroRapid stations. The low option is recommended for implementation.

**Project Benefits:**

- **Transit Time Savings**
  Transit efficiency and reliability would be improved through the corridor.

- **Safety**
  Highly visible pedestrian and bicycle infrastructure improvements.

- **Project Cost**
  Approximately: $850,000 to $950,000.

- **Project Implementation**
  Within approximately 6 months.

- **Station Connectivity & Access**
  Project does not address connectivity or access.

- **Station Amenities**
  Improved customer experience at stations.

- **More People Carrying Capacity**
  Project does not increase the movement of people through the corridor.

**Site Plan - Guadalupe St. and W Dean Keeton St.**

1. **Station Modification**
   Modified shelters include a new roof, improved lighting and additional seating.

2. **Painted and Buffered Bike Lanes**
   Buffered and painted bike lanes provide a highly visible delineation between vehicles and cyclists.

3. **Crosswalk Restriping and Pedestrian Scramble**
   Provides a signal phase for crossing pedestrians, and restriping add visibility.

**Site Plan - Guadalupe St. and UT West Mall**

1. **Station Modification**
   Modified shelters include a new roof, improved lighting and additional seating.

2. **Painted and Buffered Bike Lanes**
   Buffered and painted bike lanes provide a highly visible delineation between vehicles and cyclists.

3. **Crosswalk Restriping and Pedestrian Scramble**
   Provides a signal phase for crossing pedestrians, and restriping add visibility.
The high option improves station connectivity and pedestrian safety. The option is consistent with the preferred alternative from the City of Austin’s Guadalupe Corridor Study.

**Project Benefits:**

- **Transit Time Savings**
  Transit efficiency and reliability would be significantly improved by TPLs.

- **Safety**
  Improvements will increase pedestrian and bicycle crossing visibility.

- **Project Cost**
  Approximately: $1,700,000 to $2,200,000.

- **Project Implementation**
  Approximately 2 years.

- **Station Connectivity & Access**
  Relocated stations would provide improved access and could encourage increased ridership in the area.

- **Station Amenities**
  Relocated stations would feature modified roof, improved lighting and additional seating.

- **More People Carrying Capacity**
  Potential improved transit efficiency and frequency could help move more people through the Drag at existing service levels.

- **Potential improved transit efficiency and frequency could help move more people through the Drag at existing service levels.**
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Guadalupe St./Lavaca St. at MLK Jr. Blvd.: Overview

Congestion at the intersection of MLK Jr. Boulevard and Guadalupe/Lavaca streets is some of the most heavy in downtown. Short-term enhancement goals are to improve transit travel times for MetroRapid, MetroExpress, and MetroLocal buses while mitigating impacts to vehicle traffic.

Currently, buses traveling north on Lavaca Street must wait for a transit only signal to make a left turn. During high volume traffic periods, buses experience long delays and may miss multiple traffic signal cycles due to the lack of capacity for left turns on to MLK Jr. Boulevard.

Project at a Glance

Key Considerations:

- Clearly mark lanes for buses only.
- Improve overall congestion at the intersection.
- Enforcement of “Don’t Block the Box” intersections.

Project Recommendation:

The high option best satisfies the goals of improving transit travel times by routing buses from Lavaca Street on to 18th street and utilizing a contraflow lane to travel north on Guadalupe Street through the MLK Jr. Boulevard intersection. Additionally, the option improves pedestrian and bicycle safety while balancing costs.
Guadalupe St./Lavaca St. at MLK Jr Blvd: Low

The low option improves transit travel time and bus stacking issues through the intersection and enhances pedestrian and bicycle safety.

**Project Benefits:**

- **Transit Time Savings**
  - Improved intersection throughput.

- **Safety**
  - Improvements increase pedestrian and bicycle visibility.

- **Project Cost**
  - Approximately: $180,000 to $280,000.

- **Project Implementation**
  - Approximately 6 months or less.

- **Station Connectivity & Access**
  - Project does not address connectivity or access.

- **Station Amenities**
  - Project does not address station improvements.

- **More People Carrying Capacity**
  - Project does not increase the movement of people through the corridor

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**Site Plan**

- **Painted TPL**
  - Clear marking discourages automobile use

- **“Don’t Block the Box” Striping**
  - Discourages intersection obstruction.

- **Traffic signal timing adjustment**
  - Recalibrated signal phases would optimize intersection operations.

- **Crosswalk Restriping**
  - Increased safety for pedestrians

- **Painted Bicycle Lane**
  - Painted lanes encourage bicycle lane use by adding safety.
Guadalupe St./Lavaca St. at MLK Jr Blvd: High

The high option utilizes a contraflow lane and traffic signal timing adjustments to improve transit operations. The high option is recommended for implementation.

Project Benefits:

- **Transit Time Savings**
  Significant time savings improvements during peak-hour congestion.

- **Safety**
  Restriped highly visible pedestrian crossings and bicycle lanes will enhance safety for users.

- **Project Cost**
  Approximately: $485,000 to $585,000.

- **Project Implementation**
  Approximately 2 years.

- **Station Connectivity & Access**
  Consolidated station location improves access to multiple transit routes.

- **Station Amenities**
  Relocated station would feature modified roof, improved lighting and additional seating.

- **More People Carrying Capacity**
  Improved transit efficiency and frequency would move more people through the intersection at existing service levels.

1. **Contraflow Bus-Only Lane**
   Bus-only lane improves transit operations through MLK Jr Blvd intersection.

2. **“Don’t Block the Box” Striping**
   Discourages intersection obstruction.

3. **Relocated Transit Stations**
   Northbound MetroRapid Museum Station and MetroLocal Station 1609/17th moved to 18th Street.

4. **Traffic Signal Timing Adjustment**
   Recalibrated signal phases would optimize intersection operations.

5. **Crosswalk Restriping**
   Increased safety for pedestrians.

6. **Painted Bicycle Lane**
   Painted lanes encourage bicycle lane use by adding safety.
Guadalupe St./Lavaca St. at MLK Jr. Blvd.: Traffic Analysis

The high option would include rerouting northbound buses onto 18th Street and the utilization of a contraflow bus-lane on Guadalupe Street traveling north to MLK Jr. Blvd. This option was compared with existing conditions based on expected traffic flow changes for both general purpose automobile and bus. The graph below shows the combined travel times through the Guadalupe St./Lavaca St. and MLK Jr. Blvd. intersections.

The analysis found that the morning periods saw a 1% increase in the time buses would spend at the intersection. However, the afternoon bus travel time decreased approximately 90 seconds. Notably, automobile traffic analyzed in the scenario remained unchanged from existing conditions.

Combined Peak Hour Travel Time - Guadalupe St./Lavaca St. at MLK Jr. Blvd

- A.M - Peak
- P.M - Peak
- Combined A.M/P.M. - Peak
Capitol Station: Overview

The Capitol Stations are located on Guadalupe Street and Lavaca Street between 12th and 13th Streets. The stations are within the Uptown/Capitol District of the “Downtown Austin Plan” and they are a short walk from the State Capitol. Short-term enhancement goals are to improve pedestrian and bicycle safety around the station and enhance station amenities.

Project at a Glance

Key Considerations:

- Improve pedestrian and bicycle safety and visibility at the busy downtown station.
- Protect people from the elements and improve customer experience.

Project Recommendation:

Only one option is outlined for Capitol Station. The low option satisfies the goals of improving safety for pedestrians and bicyclists and enhancing customer experience.
Capitol Station: Low

The low option is the only short-term enhancement option recommended for Capitol Station.

Project Benefits:

**Transit Time Savings**
This project does not address transit time saving.

**Safety**
Improvements will increase pedestrian crossing and bicycle visibility.

**Project Cost**
Approximately: $250,000 to 350,000.

**Project Implementation**
Within approximately 6 months.

**Station Connectivity & Access**
Project does not address connectivity or access.

**Station Amenities**
Improved customer experience at stations.

**More People Carrying Capacity**
Project does not increase the movement of people through the corridor
Austin History Center: Overview

Located on Guadalupe Street and Lavaca Street between at 8th Street, the stations are centrally located in downtown and serve numerous cultural, performing arts and public park destinations. Short-term enhancement goals include improving pedestrian and bicycle connections and enhancing station amenities.

Project at a Glance

Key Considerations:

- Improve pedestrian and bicycle safety and visibility at the busy downtown station.
- Protect people from the elements and improve customer experience.

Project Recommendation:

Only one option is outlined for the Austin History Center Stations. The low option satisfies the goals of improving safety for pedestrians and bicyclists and enhancing customer experience.
Austin History Center: Low

The low option is the only short-term enhancement option recommended for the Austin History Center Station.

**Project Benefits:**

**Transit Time Savings**
Project does not address transit time savings.

**Safety**
Improvements will increase pedestrian crossing and bicycle visibility.

**Project Cost**
Approximately: $250,000 to $350,000.

**Project Implementation**
Within approximately 6 months.

**Station Connectivity & Access**
Project does not address connectivity or access.

**Station Amenities**
Improved customer experience at stations.

**More People Carrying Capacity**
Project does not increase the movement of people through the corridor.

**Site Plan**

1. **Crosswalk Restriping**
   - Increased safety for pedestrians.

2. **Station Modifications**
   - Modified shelters include a new roof, improved lighting and additional seating. See page 5.

3. **Bike Box Painting**
   - Allows bicyclists safer turning movements through intersection by skipping automobile queue.

Within approximately 6 months.

Approximately:
$250,000 to $350,000.
Guadalupe Street and Lavaca Street: Overview

During peak travel hours, the downtown corridors experience heavy congestion, delaying transit and frustrating riders. Short-term enhancement goals are to improve transit speed and reliability through downtown Austin by completing the transit priority lane (TPL) network and activating existing transit signal priority (TSP) technology at key intersections.

Currently, Guadalupe Street and Lavaca Street have TPLs from 3rd Street to MLK Jr. Boulevard allowing them to bypass traffic. However, when operating in mixed-traffic on the south side of downtown, the buses become delayed.

MetroRapid buses and downtown traffic signals are equipped with TSP, but are currently not granted access to extend traffic signal phases in downtown.

Additionally, bicycle lanes on Guadalupe street should connect from north of 3rd street to Cesar Chavez Street.

Project at a Glance

Key Considerations:

- Complete TPL network
- Allow TSP activation when necessary at key intersections on both Lavaca Street and Guadalupe Street.
- Connect bicycle lanes to existing network.

Project Recommendation:

The high project best satisfies the goals of improving transit travel times and reliability. The high project also more adequately improves safety for bicyclists in downtown.
Guadalupe Street and Lavaca Street: Low

The low option meets overall project goals to improve transit travel times and reliability by extending TPLs to Cesar Chavez.

**Project Benefits:**

- **Transit Time Savings**
  Significantly improved transit travel times, frequency and reliability.

- **Safety**
  Improvements will increase bicycle lane visibility.

- **Project Cost**
  Approximately: $40,000 to $140,000.

- **Project Implementation**
  Within approximately 6 months.

- **Station Connectivity & Access**
  Project does not address connectivity or access.

- **Station Amenities**
  Project does not address station improvements.

- **More People Carrying Capacity**
  Improved transit efficiency and frequency would move more people through the intersection at existing service levels.

**Site Plan**

- **Extend TPL**
  Completes a continuous dedicated lane network through downtown.

- **Shared Bike Lanes**
  Restriping shared bike lane markings improve bicyclist visibility.

- **Transit Signal Priority Activation**
  Coordination with the City of Austin to allow MetroRapid TSP through downtown.
Guadalupe Street and Lavaca Street: High

The high option meets overall project goals to improve transit travel times, reliability and improving safety. The high option is recommended for implementation.

**Project Benefits:**

**Transit Time Savings**  
Significantly improved transit travel times, frequency and reliability.

**Safety**  
Highly visible bicycle facilities increase awareness and safety.

**Project Cost**  
Approximately: $160,000 to $260,000.

**Project Implementation**  
Within approximately 2 years.

**Station Connectivity & Access**  
Project does not address connectivity or access.

**Station Amenities**  
Project does not address station improvements.

**More People Carrying Capacity**  
Improved transit efficiency and frequency would move more people through the intersection at existing service levels.

**Site Plan**

1. **Extended and Painted TPLs**
   Completes a continuous dedicated lane network through downtown.

2. **Bike Lane Relocation**
   Improves safety by moving to a street with generally less vehicle traffic.

3. **Painted Bicycle Lane**
   Painted lanes encourage bicycle lane use by adding safety.

4. **TSP Activation**
   Coordination with the City of Austin to allow MetroRapid TSP through downtown.
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South 1st Street Bridge: Overview

The South 1st Street Bridge is 1 of 3 main north-south river crossings for downtown Austin. The bridge is important to general traffic as well as Capital Metro’s MetroRapid, MetroLocal and MetroExpress buses. During peak hours the bridge, Cesar Chavez Street and Riverside Drive intersections experience heavy congestion.

Northbound automobiles are delayed in the morning and southbound in the evening rush hours. Buses experience the same delays until they reach existing transit priority lanes (TPLs) north of 3rd street.

Short-term enhancement goals are to improve transit travel times and reliability over the South 1st Street Bridge without heavily impacting travel times of passenger vehicles.

Project at a Glance

Key Considerations:

- Install TPLs on the South 1st Street bridge.
- Explore installing a reversible lane on the bridge to add capacity during peak periods.
- Improve bicycle safety on the bridge.

Project Recommendation:

The high project best satisfies the goals of improving transit travel times and reliability. The high project also more adequately improves safety for bicyclists.
South 1st Street Bridge: Low

The low option improves bicycle safety, but marginally improves transit operations.

**Project Benefits:**

- **Transit Time Savings**
  Potential transit time savings, however existing conditions are mostly unchanged.

- **Safety**
  Improvements will increase bicycle safety crossing the bridge.

- **Project Cost**
  Approximately: $120,000 to $220,000.

- **Project Implementation**
  Within approximately 1 year.

- **Station Connectivity & Access**
  Project does not address connectivity or access.

- **Station Amenities:**
  Project does not address station improvements.

- **More People Carrying Capacity**
  Project does not increase the movement of people through the corridor

**1 Painted Bike Lanes**
Painted lanes encourage bicycle lane use by adding safety.

**2 TSP Activation**
Coordination with the City of Austin to allow MetroRapid TSP through downtown.
South 1st Street Bridge: High

The high option focuses on maximizing available space available on the bridge and improving transit travel times and reliability. The high option is recommended for implementation.

**Project Benefits:**

- **Transit Time Savings**
  Significant time savings improvements during peak-hour congestion.

- **Safety**
  Improvements will significantly increase bicycle safety crossing the bridge.

- **Project Cost**
  Approximately: $970,000 to $1,170,000.

- **Project Implementation**
  Approximately 2 years.

- **Station Connectivity & Access**
  Project does not address connectivity or access.

- **Station Amenities**
  Project does not address station improvements.

- **More People Carrying Capacity**
  Improved transit efficiency and frequency would move more people over the bridge at existing service levels.

**Site Plan - North**

1. **Painted TPLs**
   - Allows transit vehicles to bypass congestion on the bridge and move more people.

2. **Peak-Hour Reversible General Purpose Lane**
   - A center running, peak-hour, reversible lane for automobiles would be implemented to mitigate vehicle congestion. The lane would move people north into downtown in A.M. hours and south during the peak P.M. hours.

3. **Bike Lanes Moved Off-Street**
   - Dedicated lanes add safety.

4. **Transit Queue Jump**
   - Allows buses their own signal phase to turn left at Riverside Dr.
South 1st Street Bridge: Traffic Analysis

The high option is expected to decrease transit travel times by over 2 minutes and 30 seconds. The peak-hour reversible general purpose lane would largely mitigate the effects of adding TPLs to the sides of the bridge. Automobile traffic crossing the bridge would experience minimal travel time increases.
Chinatown Station: Overview

The Chinatown Station serves the MetroRapid 801 bus route and is located at North Lamar Boulevard and Kramer Lane. Short-term enhancement goals include addressing pedestrian and bicycle safety deficiencies near the north and southbound stations and to improve transit connectivity. The Chinatown Station is located within the project boundaries of the North Lamar Corridor Improvement Project. The plan recommends pedestrian safety improvements and station relocation. Short-term enhancements would be implemented in accordance with the adopted North Lamar Corridor Improvement Project.

Project at a Glance

Key Considerations:

• Lamar Corridor at Chinatown Station is 4 lanes wide and dangerous for pedestrians to cross.
• Potential station relocation would connect MetroRapid to MetroLocal Bus routes stop at Braker Lane.
• Station modifications would better protect transit users from weather.
• Sidewalk and other corridor improvements would be implemented in accordance with the North Lamar Corridor Improvement Project.

Project Recommendation:

The low project best satisfy the goals of improving pedestrian and bicycle safety near the MetroRapid Chinatown Stations while balancing potential costs and overall benefits.
Chinatown Station: Low

The low option improves access and safety for pedestrians and bicyclists and enhances station amenities. The low option is recommended for implementation.

**Project Benefits:**

- **Transit Time Savings**
  Project does not significantly improve transit travel times.

- **Safety**
  Increased safety for pedestrians.

- **Project Cost**
  Approximately: $360,000 to $460,000. Some project costs may overlap with North Lamar Investment Corridor Project.

- **Project Implementation**
  Less than 1 year.

- **Station Connectivity & Access**
  Adding sidewalks improve station access.

- **Station Amenities**
  Improved customer experience at stations.

- **More People Carrying Capacity**
  Project does not increase the movement of people through the corridor.

**Site Plan**

- **Station Modifications**
  Modified shelters include a new roof, improved lighting and additional seating. See page 5.

- **Pedestrian Hybrid Beacon**
  Provides a signalized crossing phase for pedestrians.

- **Sidewalk Improvements**
  Sidewalks on the east side of North Lamar would meet pedestrian accessibility standards and provide safe paths to transit stations.
Chinatown Station: High

The high option improves connectivity between MetroRapid and Local bus service, improves bicycle connections and pedestrian safety.

**Project Benefits:**

**Transit Time Savings**
Project does not significantly improve transit travel times.

**Safety**
Removes existing mid-block station and adds highly visible safety enhancements.

**Project Cost**
Approximately: $1,000,000 to $1,100,000. Some project costs may overlap with North Lamar Investment Corridor Project.

**Project Implementation**
Within approximately 2 years.

**Station Connectivity & Access**
Station relocation enables convenient transfers to local routes. Also, adding sidewalks improve station access.

**Station Amenities**
Improved customer experience at stations.

**More People Carrying Capacity**
Project does not increase the movement of people through the corridor.

**Site Plan**

1. **Station Relocation and Modification**
   Relocation of stations provides better connectivity to local bus routes 392 and 275. See page 5.

2. **Sidewalk Improvements**
   Sidewalks on the east side of North Lamar would meet pedestrian accessibility standards and provide safe paths to transit stations.

3. **Bike Box Painting**
   Allows bicyclists safer turning movements through intersection by skipping automobile queue.

4. **Crosswalk Restriping**
   Increased safety for pedestrians.
Crestview Intersection: Overview

The Crestview MetroRapid Stations are located at the intersection of two major arterials North Lamar Boulevard and Airport Boulevard. Additionally, MetroRail and freight rail track crosses Lamar Boulevard parallel to Airport Boulevard at-grade. The complex intersection experiences regular vehicle congestion throughout the day and especially at peak times.

Short-term enhancement goals are to improve transit and traffic flows in the Crestview Station area and improve pedestrian safety.

Capital Metro is currently studying multiple railroad and vehicle grade separation solutions at the Crestview intersection area that include: rail-over-road or rail-under-road projects.

**Project at a Glance**

**Key Considerations:**

- Key pedestrian safety improvements.
- Potential grade separation of MetroRail and freight rail from auto traffic.
- Adjustments to rail signal timing and gates.
- Optimize intersection efficiency

**Project Recommendation:**

At this time, the low project best satisfies the goals of improving transit travel times and improving pedestrian safety at the Crestview Station intersection. Capital Metro will continue to explore grade separated solutions should funding become available.
Crestview Intersection: Low

The low option addresses the need for more efficient traffic throughputs and providing increased safety for pedestrians. The low option is recommended for implementation.

**Project Benefits:**

- **Transit Time Savings**
  Adjustments to traffic and rail signals would improve intersection efficiency.

- **Safety**
  Pedestrian islands provide increased safety when crossing the roadways or to the transit station.

- **Project Cost**
  Approximately: $6,900,000 to $7,400,000.

- **Project Implementation**
  Approximately 6 months.

- **Station Connectivity & Access**
  Improved access through pedestrian safety enhancements.

- **Station Amenities**
  Project does not address station improvements.

- **More People Carrying Capacity**
  Project does not increase the movement of people through the corridor.

**Site Plan**

1. **Rail Signal Timing/Gate Control**
   Railroad signals and gates would be reconfigured to properly raise and lower for commuter rail trains. Existing gates operate in a manner consistent with freight rail operations and remain down for an extended amount of time causing traffic delays.

2. **Pedestrian Safety**
   Pedestrian islands provide increased safety when crossing roadways or to the transit station.

3. **Traffic Signal Timing Adjustments**
   Recalibrated signal phases would optimize intersection operations.
Crestview Intersection: High

The high option recommends below-grade (road-over-rail) separation of vehicle and railroad traffic to significantly improve traffic flow. Additionally, pedestrian safety enhancements are recommended.

**Project Benefits:**

**Transit Time Savings**
Significant time savings improvements from intersection reconfiguration.

**Safety**
Pedestrian islands provide increased safety when crossing the roadways or to the transit station.

**Project Cost**
Approximately: $50,000,000 to $60,000,000.

**Project Implementation**
Approximately 5 years or more.

**Station Connectivity & Access**
Improved access through pedestrian safety enhancements.

**Station Amenities**
Project does not address station improvements.

**More People Carrying Capacity**
Project does not increase the movement of people through the corridor.

**Site Plan**

1. **Grade Separation**
   Reconfiguration of the intersection reduces conflict between automobiles, transit, bicyclists and pedestrians.

2. **Pedestrian Safety**
   Pedestrian islands provide increased safety when crossing roadways or to the transit station.

3. **Additional Traffic Signals**
   New signals to facilitate traffic crossing.

4. **Traffic Signal Timing Adjustments**
   Recalibrated signal phases would optimize intersection operations.
Additional Information

Want to learn more?
Go to www.projectconnect.com to read more about the work we're doing through Project Connect.

Tell us what you think, take the Phase 2 Survey!
https://www.capmetroengage.org/en/provide-input

Additional Project Connect briefing books:
High Capacity Transit 101 briefing book
Investments program briefing book and project flip books
Enhancement program briefing book and project flip books
Project Connect Funding and Financing briefing book