



SPRINGDALE ROAD

Between Airport Boulevard and 51st Street

PROJECT DESCRIPTION

This project proposes several improvements to bus stops including relocating stops to the far-side of intersections, consolidating closely spaced stops, and upgrading in-lane stops to floating stops. In addition, there are multiple new enhanced pedestrian crossings proposed near transit stops and a new sidewalk is proposed where there is currently a gap.

BENEFITS AND ISSUES ADDRESSED

This segment of Springdale Road serves two Frequent Local routes. It has one general purpose lane in each direction with sidewalks and bike lanes on each side. One exception is on the west side of the roadway between E 12th Street and Glomar Avenue/Wally Avenue which does not have a sidewalk. This sidewalk gap is proposed to be filled as a part of this project. Buses experience high levels of delay throughout the corridor.

Transit access will be greatly improved through the installation of enhanced pedestrian crossings and moving bus stops closer to intersections. Moving stops from near-side to far-side and consolidating stops with low ridership is also expected to improve speed and reliability at signalized intersections.

BEST PRACTICES

Median crossing islands provide pedestrians a refuge area while crossing the street and also helps to calm traffic along the roadway.

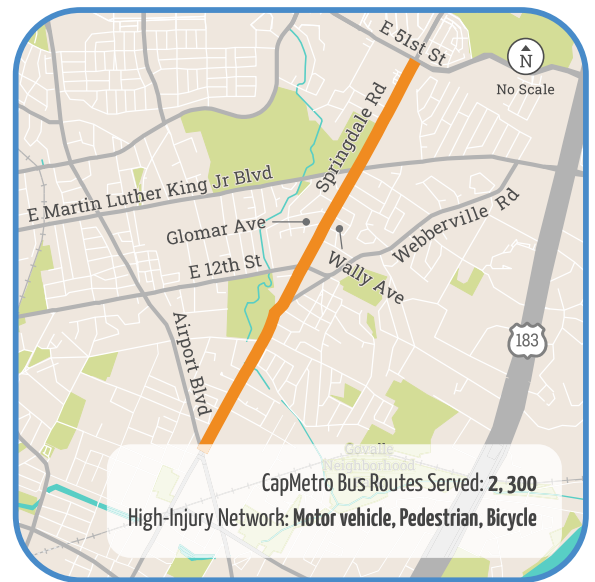


Source: City of Austin

PROJECT SCORE

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

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost:** \$2.2M for design and construction
- **Potential Funding Sources:** 2020 Austin Mobility Bond funds, CapMetro ILA 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.”