



CAMERON ROAD

Between East 51st Street and US 290

PROJECT DESCRIPTION

This project proposes several changes to bus stop locations and designs, as well as a new pedestrian crossing at Glencrest Drive. In addition, turn lane improvements are proposed at the intersection of southbound Cameron Road at East 51st Street.

BENEFITS AND ISSUES ADDRESSED

This segment of Cameron Road serves two Frequent Local routes. The majority of the segment currently has one general purpose lane in each direction and a center turn lane. There are sidewalks on both sides and bicycle lanes from East 51st Street to East 53rd Street. The Austin Strategic Mobility Plan identifies Cameron Road as a future high-capacity transit corridor and the [Project Connect](#) system plan shows future MetroRapid bus service on the corridor. Buses experience high levels of delay throughout the segment.

Bus stop relocations will allow passengers to access transit closer to key destinations and protected pedestrian crossings, while bus stop design improvements will resolve conflicts between buses and bikes. Conversions from pull-out to in-lane bus stops, plus turn lane improvements at 51st Street will help alleviate traffic merging and signal-related delays. Turn lane improvements at the East 51st Street intersection will need to be coordinated with the [East 51st Street Mobility Project](#).

BEST PRACTICES

Converting from pull-out to in-lane bus stops improves speed and reliability by reducing the delay caused by buses merging back into the flow of traffic after making a stop.

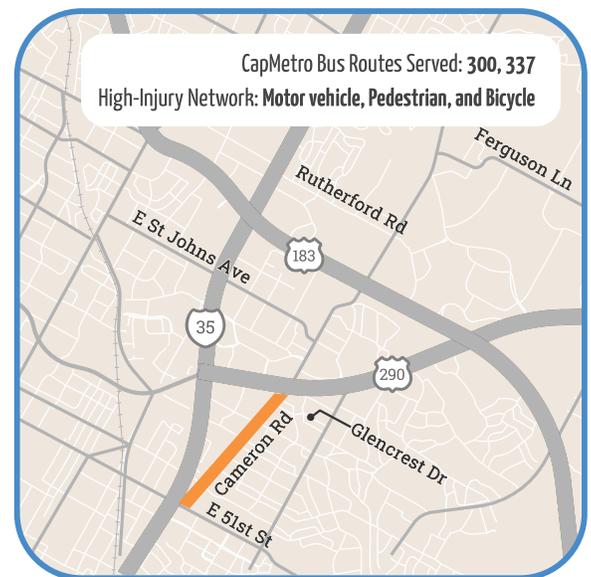


Source: CapMetro

PROJECT SCORE

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

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost:** \$1.9M 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

“Fixing this [high car speeds] would make transit more accessible here.”



CAMERON ROAD

Between US 290 and US 183

PROJECT DESCRIPTION

This project proposes changes to bus stop locations to provide access to safe crossings and improve bus operations, and adds a new pedestrian hybrid beacon signal between Coronado Hills Drive/ McKie Drive and US 183. The project also proposes improvements at the interchange with US 290 to fill bicycle facility gaps and provide a northbound bus queue jump.

BENEFITS AND ISSUES ADDRESSED

This segment of Cameron Road serves three Frequent Local routes, two of which are among the top five highest ridership routes in the CapMetro system. The majority of the segment has three lanes in each direction, sidewalks, and no dedicated bicycle facilities. The Austin Strategic Mobility Plan identifies Cameron Road as a future high-capacity transit corridor and the [Project Connect](#) system plan shows future MetroRapid bus service on the corridor. Buses experience delay throughout the segment, particularly approaching US 290.

The bus stop modifications along with the pedestrian hybrid beacon signal will provide greater safety and access to transit services. Adding bicycle facilities and queue jump lanes will improve safety and operations for all users at the US 290 interchange. Coordination with the Texas Department of Transportation will be required prior to the implementation of improvements.

PROJECT HIGHLIGHT

A new northbound bus stop is proposed at the intersection with Camino la Costa. This will increase transit access to adjacent businesses and residences.

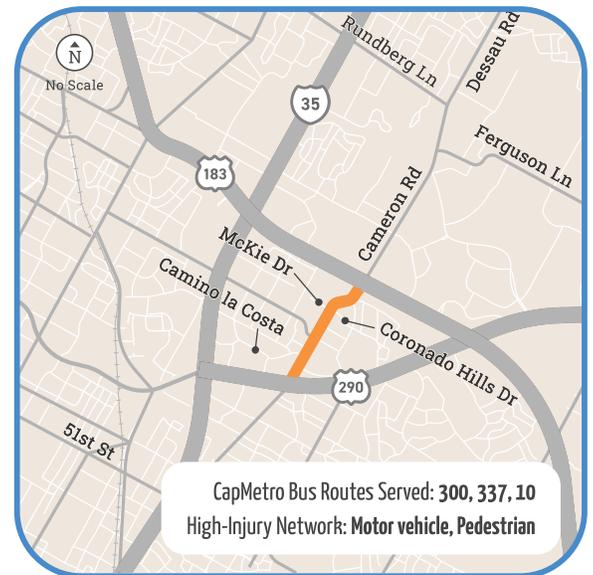


Cameron Road at Camino la Costa
Source: Google Street View

PROJECT SCORE

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

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost:** \$1.0M 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)



CAMERON ROAD

Between US 183 and Rundberg Lane

PROJECT DESCRIPTION

This project proposes several bus stop modifications to improve access to safe crossings and transit operations, plus adds two new pedestrian hybrid beacon signals to further support transit access. In addition, a southbound transit priority lane plus bus queue jump is proposed at the US 183 interchange.

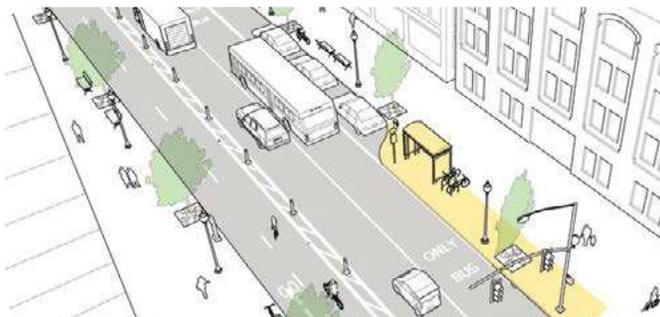
BENEFITS AND ISSUES ADDRESSED

This segment of Cameron Road serves two Frequent Local routes. It has three lanes in each direction, sidewalks, and no dedicated bicycle facilities. The Austin Strategic Mobility Plan identifies Cameron Road as a future high-capacity transit corridor and the [Project Connect](#) system plan shows future MetroRapid bus service on the corridor. Buses experience considerable delay between US 183 and Rutherford Lane.

The bus stop modifications will improve safe access to transit along this segment of Cameron Road. The two proposed pedestrian hybrid beacon signals will facilitate protected pedestrian crossings between traffic signals spaced 1,800 feet apart and 2,800 feet apart. A southbound transit priority lane plus queue jump will reduce bus delay and improve travel time reliability at the US 183 interchange. Improvements at the US 183 interchange will be coordinated with the city's Vision Zero project at this location. Coordination with the Texas Department of Transportation will be required prior to the implementation of improvements.

BEST PRACTICES

Bus stops should be located as close as possible to the nearest signalized crossing to facilitate transfers and discourage unprotected midblock crossings.



Source: NACTO

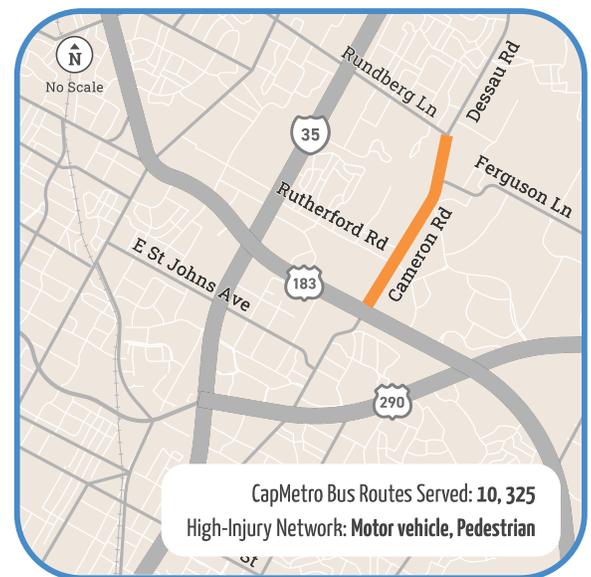
PROJECT SCORE

Speed/Reliability Needs: ✓✓✓

Access Needs: ✓✓✓

Equity Needs: ✓✓✓

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost:** \$3.6M 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)