



# CESAR CHAVEZ STREET

Between B.R. Reynolds Drive and I-35

## PROJECT DESCRIPTION

This project proposes evaluating a variety of infrastructure improvements such as transit priority lanes, median treatments, and turn restrictions in order to increase transit speed and reliability along the Cesar Chavez Street corridor. A preliminary engineering study is recommended to determine which combinations of improvements provide the greatest benefit.

## BENEFITS AND ISSUES ADDRESSED

This segment of Cesar Chavez Street serves multiple bus routes, including one MetroRapid line and one Frequent Local route. It has two to three lanes in each direction with sidewalks on both sides. Buses experience high levels of delay throughout the segment, particularly at major intersections with Guadalupe Street, Lavaca Street, and South Congress Avenue. This segment of Cesar Chavez Street is a Texas Department of Transportation (TxDOT) on-system roadway.

Due to high traffic volumes, Cesar Chavez Street experiences high congestion during peak travel times. A corridor-specific preliminary engineering study needs to analyze existing and future traffic conditions to make informed recommendations for improvements that increase mobility for all modes, including public transit. Coordination with the Texas Department of Transportation will be required prior to the implementation of improvements.

## BEST PRACTICES

A peak-only bus lane can operate as a dedicated bus lane during peak travel periods and serve mixed traffic or general curbside uses at other times of day. This treatment allows transit to take precedence over parking and curbside access during peak hours when it most benefits bus operations.

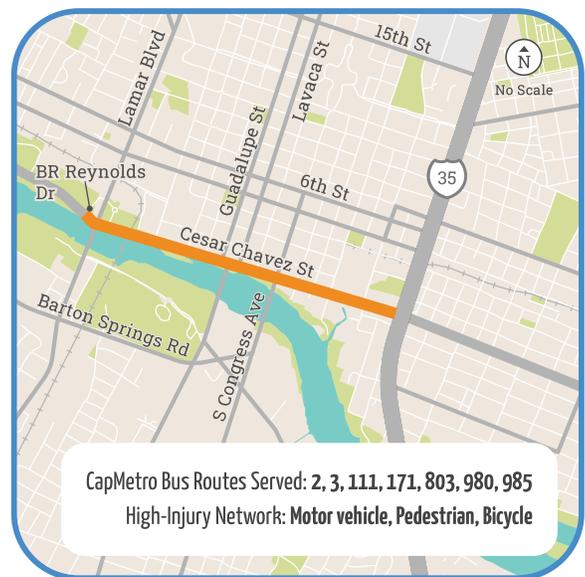


4th Avenue in Seattle  
Source: NACTO Transit Street Design Guide

## PROJECT SCORE

Speed/Reliability Needs:     
Access Needs:     
Equity Needs:

## PROJECT LOCATION



## IMPLEMENTATION

- **Approximate Cost:** \$1.5M 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

"803 and 3 are typically what I'm riding and they come to a stop here. Should have [its] own lane."



# CESAR CHAVEZ STREET

Between I-35 and Waller Street

## PROJECT DESCRIPTION

This project proposes implementing a transit priority lane at the westbound approach of the intersection with the I-35 northbound frontage road.

## BENEFITS AND ISSUES ADDRESSED

This segment of Cesar Chavez Street serves one Frequent Local route. From I-35 to Medina Street, it has one general purpose lane in the eastbound direction and two lanes in the westbound direction. From Medina Street to Waller Street, it has one general purpose lane in each direction. Buses experience high levels of delay when traversing the I-35 interchange. A transit priority lane at the westbound approach of the intersection with the northbound frontage road would allow buses to separate from general purpose traffic thereby improving transit speed and reliability. Coordination with the Texas Department of Transportation will be required prior to the implementation of improvements.

## BEST PRACTICES

When implementing transit priority lanes, proper signing and marking is critical for conveying what types of vehicles can use each lane.

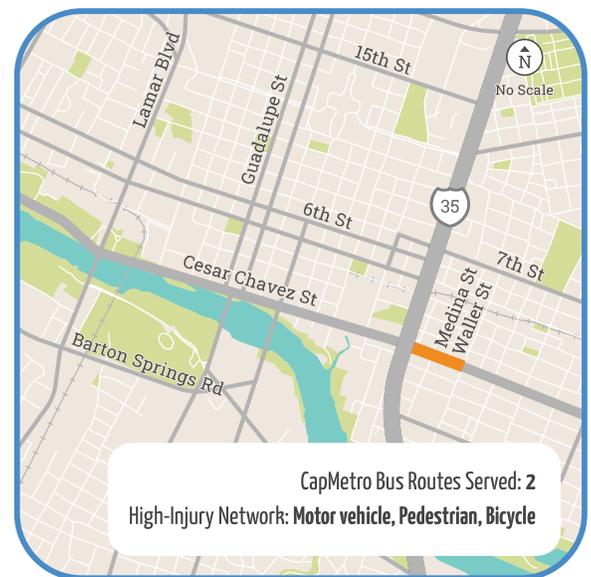


11th Street in Austin, TX  
Source: Google Street View

## PROJECT SCORE

Speed/Reliability Needs:     
Access Needs:     
Equity Needs:

## PROJECT LOCATION



## IMPLEMENTATION

- **Approximate Cost:** \$2.9M for design and construction
- **Potential Funding Sources:** 2020 Austin Mobility Bond funds, CapMetro ILA funds
- **Project Duration from Conceptual Design through Construction:** Long (5+ years)