



RUNDBERG LANE

Between Cameron Road and Metric Boulevard

PROJECT DESCRIPTION

This project proposes a variety of infrastructure improvements including bus stop relocations, enhanced crossings using pedestrian hybrid beacon signals, urban trail improvements, bus queue jumps at the I-35 frontage road interchange, and intersection improvements at Metric Boulevard.

BENEFITS AND ISSUES ADDRESSED

This segment of Rundberg Lane serves one Frequent Local route, one Local route, and one Flyer route. It has two lanes in each direction separated by a median with sidewalks on both sides and no dedicated bicycle facilities. Buses experience high levels of delay between Metric Boulevard and Mountain Quail Road and between North Lamar Boulevard and Cameron Road.

Bus stop relocations to the far-side of intersections will improve transit operations and encourage street crossings behind the bus. Pedestrian hybrid beacon signals will provide protected crossings near transit stops so users can safely access bus stops. Urban trail enhancements will allow for easier pedestrian and bike connections between transit on Rundberg Lane and residences on Rutland Drive. Queue jumps and other intersection improvements will improve speed and reliability of bus service along the corridor.

PROJECT HIGHLIGHT

Urban trail enhancements will allow transit users along Rundberg Lane to more easily access destinations along Rutland Drive.

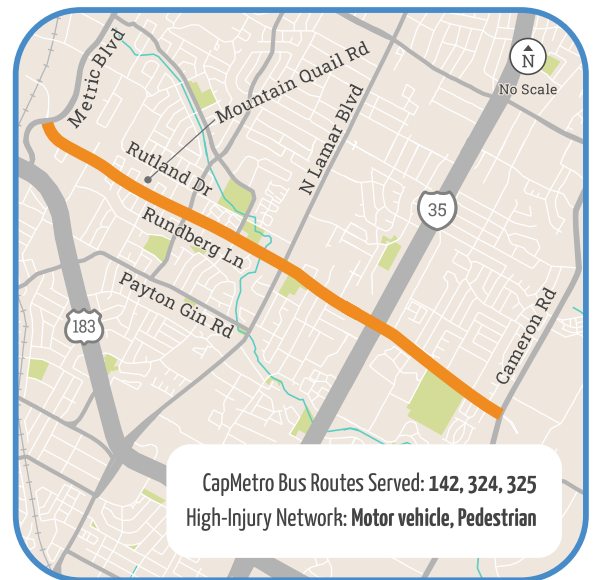


Source: City of Austin

PROJECT SCORE

Speed/Reliability Needs:
Access Needs:
Equity Needs:

PROJECT LOCATION



IMPLEMENTATION

- **Approximate Cost:** \$3.3M 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

“Super congested through here. Everything moves too slowly (including fire trucks).”