

# We want to hear from you!



We need your help to make the new Transit Priority Lanes a success for the entire community of travelers and businesses along the corridor. What are your ideas to improve the outcome of this project? Please call us with your questions and ideas.

- **Learn More at:** [Austintexas.gov/prioritylanes](http://Austintexas.gov/prioritylanes)
- **Call us with questions/ideas:**  
Alan Hughes, City of Austin at [alan.hughes@austintexas.gov](mailto:alan.hughes@austintexas.gov), (512) 974-7186 or  
Juan Wah, Capital Metro at [juan.wah@capmetro.org](mailto:juan.wah@capmetro.org), (512) 369-7720
- **Attend the Open House:**  
Guadalupe-Lavaca Transit Lanes Open House: 4 – 7 p.m. Wed., Sept. 4, 2013  
Austin City Hall Atrium, 301 West 2nd Street

## About MetroRapid:

MetroRapid is a new service that will result in more reliable and convenient service for the community and provide service from both the north and the south to major destinations such as downtown Austin, the state capitol complex and the University of Texas campus. The two routes will serve 25 percent of the entire Capital Metro service area, with a projected 20,000 daily trips within two years of operation. For more information about MetroRapid, visit [www.capmetro.org/metrorapid](http://www.capmetro.org/metrorapid).



# Transit Priority Lanes Coming to Downtown Austin



Transit Priority Lanes are specially striped lanes in high-traffic areas that help transit vehicles maintain an efficient and reliable schedule in congested areas. Transit vehicles can carry an average of 50 people in one vehicle and provide for a more efficient use of congested travel lanes.



In Austin, transit lanes are planned on Guadalupe-Lavaca streets downtown (between Cesar Chavez St. and MLK Jr. Blvd.) to accommodate MetroRapid, Capital Metro’s premium Bus Rapid Transit service, which begins in early 2014.

Larger than a standard Capital Metro bus, these transit vehicles will run frequently throughout the day and focus on two of Central Texas’ busiest travel corridors: North Lamar/South Congress (Route 801, opening early 2014) and Burnet/South Lamar (Route 803, opening late summer 2014). In addition, some MetroBus routes currently operating on Congress Ave. will be shifted to the new transit priority lanes, freeing up travel capacity for other vehicles on Congress. Regional leaders recently endorsed “Project Connect” — a high capacity transit vision for the Austin metro area. The Guadalupe-Lavaca project is putting the transit vision into action. The transit lanes also work towards the goals of Imagine Austin, the City’s Comprehensive Plan: to improve access to and mobility within the regional core as well as create a more balanced multimodal transportation system that supports growth.



The current configuration of Guadalupe Street between 12th & 13th Streets, prior to the installation of Transit Priority Lanes



The MetroRapid Station under construction at Guadalupe Street and 12th Street



The MetroRapid station located at Guadalupe Street at 12th Street, nearly completed.



The addition of a Transit Priority Lane to the right side of Guadalupe will improve mobility and reduce conflict through Downtown Austin. (Artist rendering)



Cyclists will need to yield to MetroRapid vehicles traveling in the Transit Priority Lanes. (Artist rendering of Guadalupe Street at 12th Street Station Location)



When a MetroRapid vehicle stops at a station, cyclists may proceed around the vehicle and continue on in the bike lane. (Artist rendering of Guadalupe Street at 12th Street station location, looking north)

## Drivers, Cyclists, Pedestrians and more

The right most travel lanes on Guadalupe and Lavaca will become the Transit Priority Lanes, and travel in these lanes will be restricted to transit vehicles and cars making right turns. By concentrating transit in this lane, the Transit Priority Lanes will help organize travel and move more people efficiently. As many as 60 buses per hour are planned to operate during rush hour, carrying twice as many people as the adjacent automobile lane.

Drivers will benefit by a safer, organized travel stream for both auto and transit operations and the transit priority lane will eliminate the need for buses to obstruct the travel lane during loading and unloading. Cars may still enter the lanes (generally within 100-feet of an intersection) to make right turns.

Parking on the right side of the street will be eliminated to avoid potential bus/car conflicts. Of the nearly 3,000 on-street parking spaces in downtown, approximately 3 percent (95 parking spaces) will be removed. Delivery vehicles, valet and taxis will need to use side-streets to load or unload.

Cyclists will use the former parking lane to the right of the Transit Priority Lane as a dedicated “bicycle-only lane” until the “Great Streets” concept of wider sidewalks for pedestrians is funded and constructed at which time a narrowed bicycle lane would still be maintained. Signage and street striping will direct cyclists to yield to public transit vehicles.

## Next steps:

To prepare for the launch of MetroRapid service in early 2014, the changes in the street striping, signal timing, and traffic signage need to occur in the fall of 2013. This allows testing of the service, practice runs of MetroRapid, and time to tweak the project before regular service begins.