



Urban Transportation Commission Project Briefing

November 14, 2017





First thing First... *Ongoing Partner Coordination*

- Austin Strategic Mobility Plan (ASMP)

- Meet **bi-weekly** since Summer **2016**
- **2** Traffic Jams
- **6** MCAC meetings
- **Co-present** at Neighborhood meetings

- Corridor Program Office (2016 Mobility Bond)

- Meeting since **Spring 2017**
- **5** Cost & Risk Assessment Meetings



projectconnect

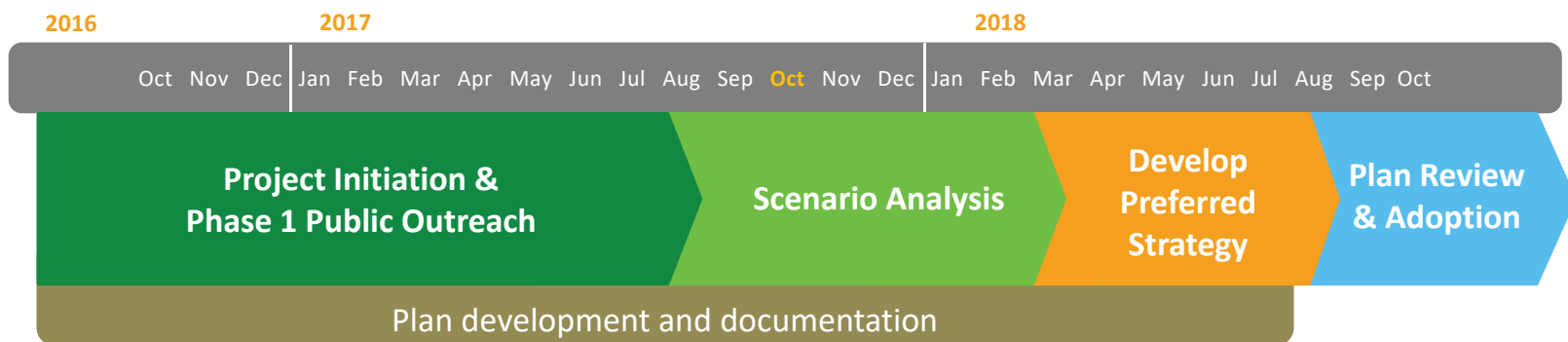




ASMP Update



Austin Strategic Mobility Plan & Project Connect



- Coordinated timelines
- High-Capacity Transit Element of the ASMP





Project Connect Update



Tennessean.

PART OF THE USA TODAY NETWORK

HOME NEWS COUNTIES SPORTS BUSINESS MUSIC OPINION OBITUARIES ARCHIVES E-EDITION USA TODAY SUBSCRIBE MORE



How Nashville's \$5.2 billion proposed transit system would be funded

Jamie McGee, USA TODAY NETWORK - Tennessee Published 11:13 a.m. CT Oct. 17, 2017 | Updated 3:13 p.m. CT Oct. 17, 2017



Calling it a necessary "investment in Nashville's future," Mayor Megan Barry on Tuesday unveiled a monumental proposal for a \$5.2 billion mass transit system, the most expensive and complicated project in Metro history. Sara Clarke/USA TODAY NETWORK - Tennessee

Share your [feedback](#) to help improve our site experience!

by Taboola

TOP VIDEOS



Phase 1 Investment Corridors



Commuter



Connector



Circulator

Phase 1 Enhancement Projects



MetroRapid



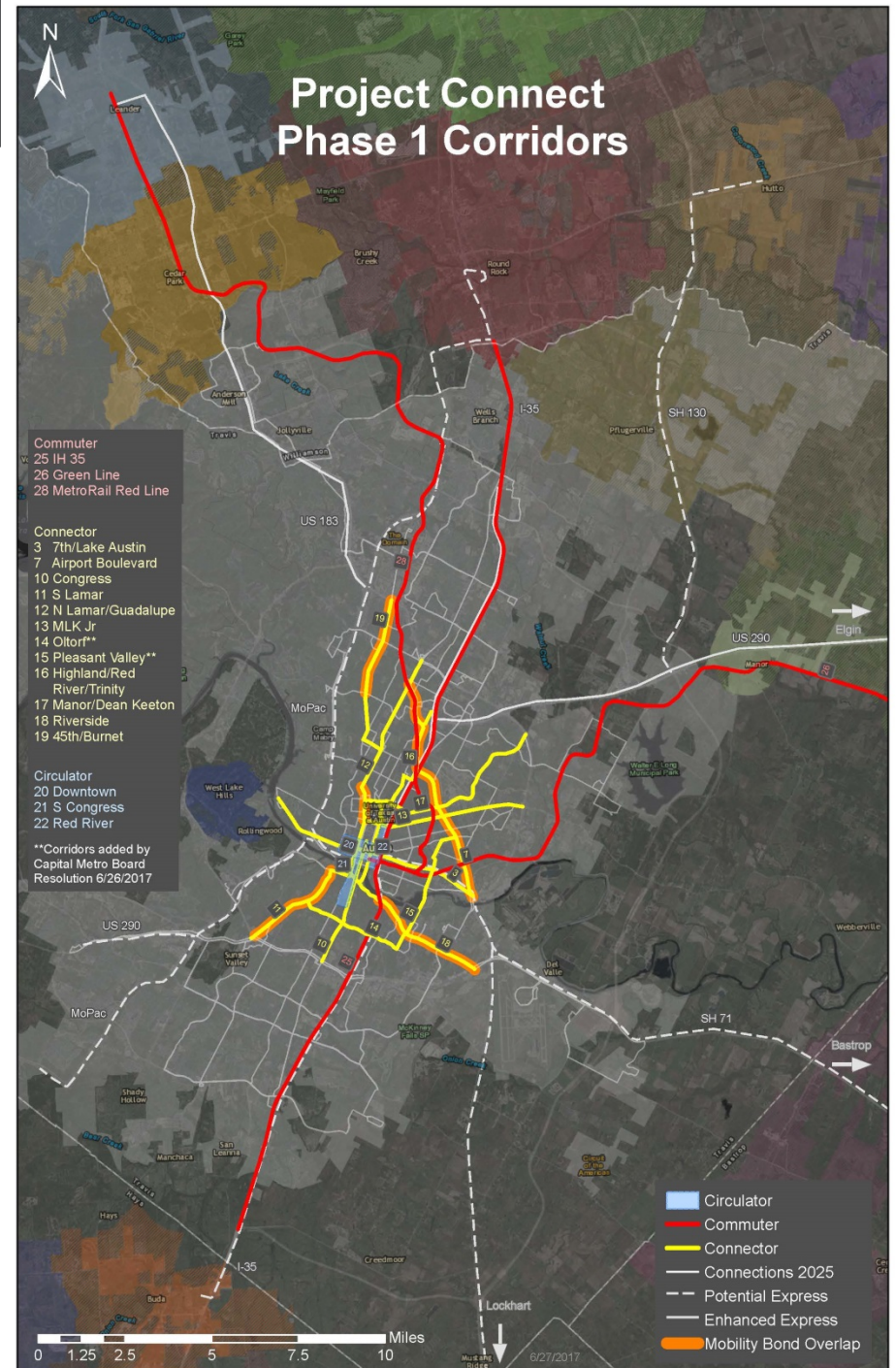
MetroExpress



MetroRail



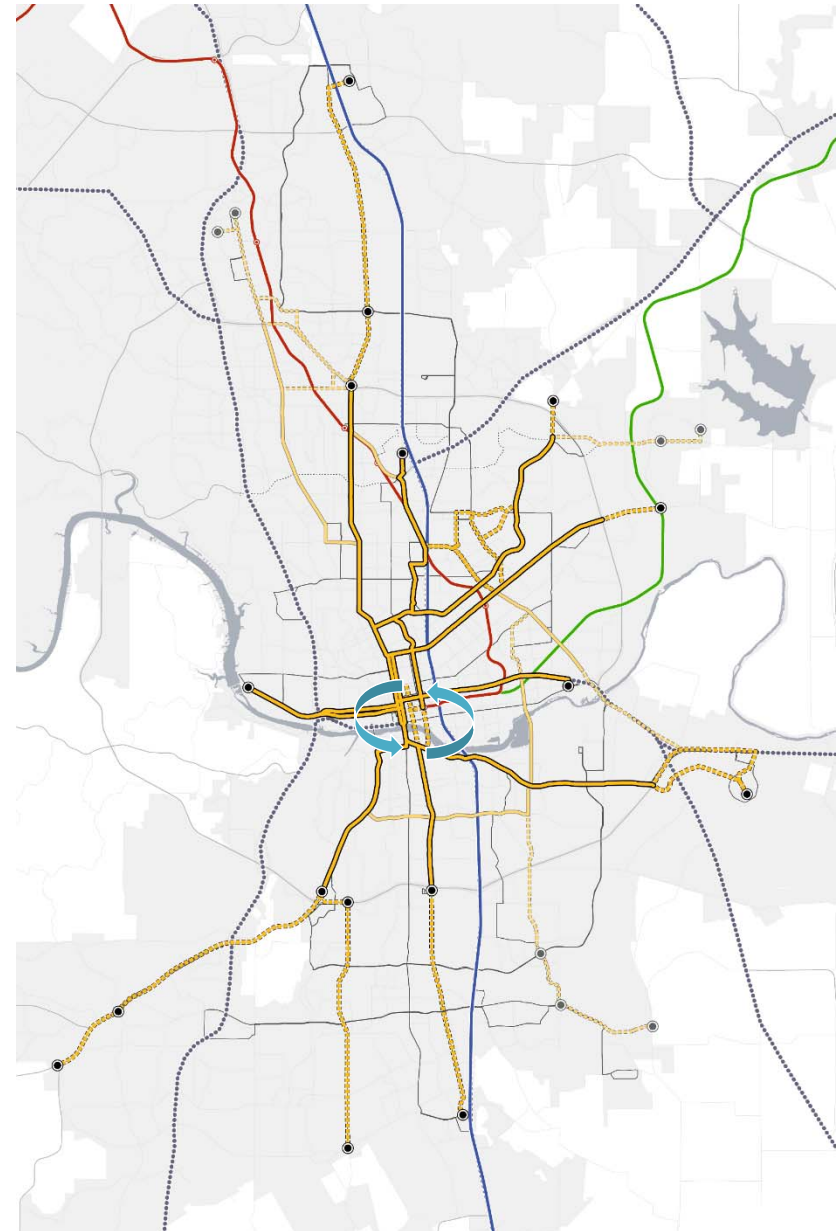
Mobility Hub





Phase 2 Building A System

- Existing HCT & Connections 2025 HFN
- Potential Express Routes
- Phase 1 Commuter Corridors
- Phase 1 Connector Corridors
 - Competitive vs. Illustrative
 - Extensions & Logical Termini
- Downtown Circulator





People Moving Capacity

Existing Roadway:
Four auto lanes + turning lane

↑ = 100 persons per hour

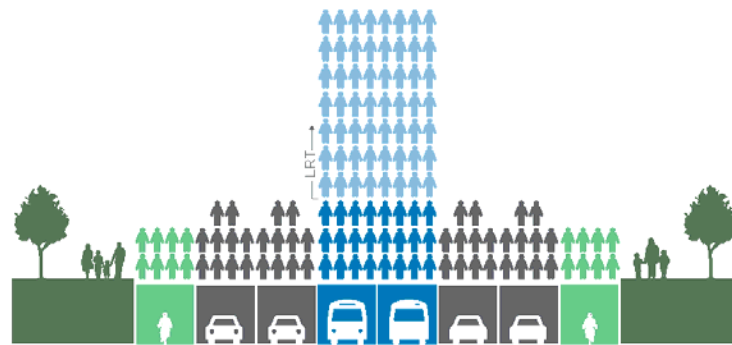


Total Throughput:
4,000 Persons per Hour

Source: Nielsen/Viggoard

Option 1:
Center Running at Grade (LRT or BRT)

↑ = 100 persons per hour



Total Potential Throughput:
8,250 to 14,000 Persons per Hour

Source: Nielsen/Viggoard



Main Characteristics of successful “High Capacity Transit Investments”

Operates on...

Dedicated Right-of-Way

Obtaining...

**Significant reduction on
Travel (Trip-Time)**



The success of Project Connect depends on:

Decisions and commitments...
rather than assumptions...

Case Study

Goal:

Accelerate conversations on decisions and commitments needed to develop a solid foundation for Project Connect success

How:

By illustrating “Best Practice” probable solutions to the challenges of implementing high capacity transit in a built environment using two of the connector corridors approved during phase 1

**Review Options / No Decisions Have
Been Made**



The Project Connect Team...

Commitment

- Continue to build a positive frame of collaboration between the PC Technical Team and stakeholder agencies, civic groups and the public
- Maintaining an open dialog
- Trusting the process
- Encouraging involvement
- **Emphasize the importance of Project Connect for the future of the region**

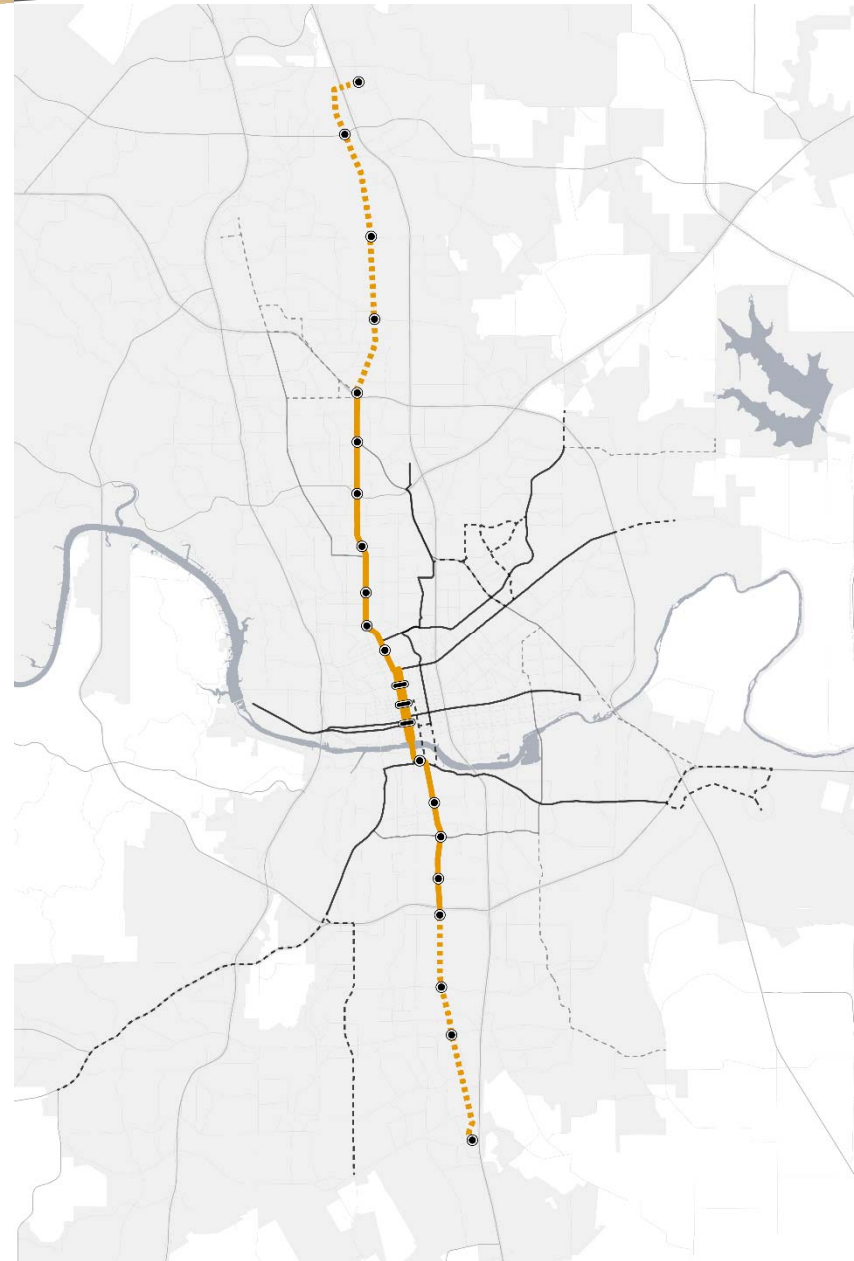


Phase 2 Case Study



Detailed Definition of Alternatives

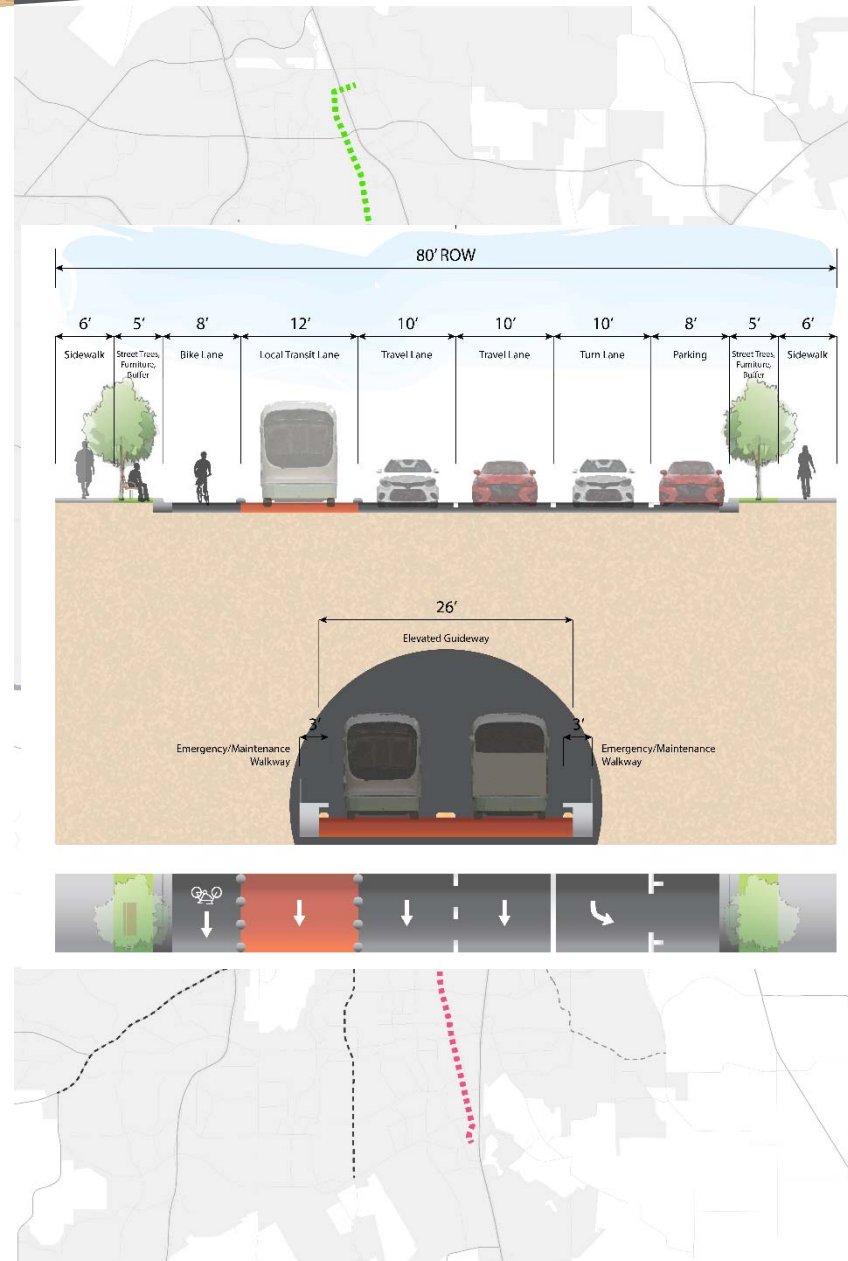
- **Connector Corridors**
- **Case Study**
 - N Lamar/Guadalupe +
 - S Congress
- **Typical Cross Sections, “Challenge Areas”, Station Locations**





Typical Cross Sections

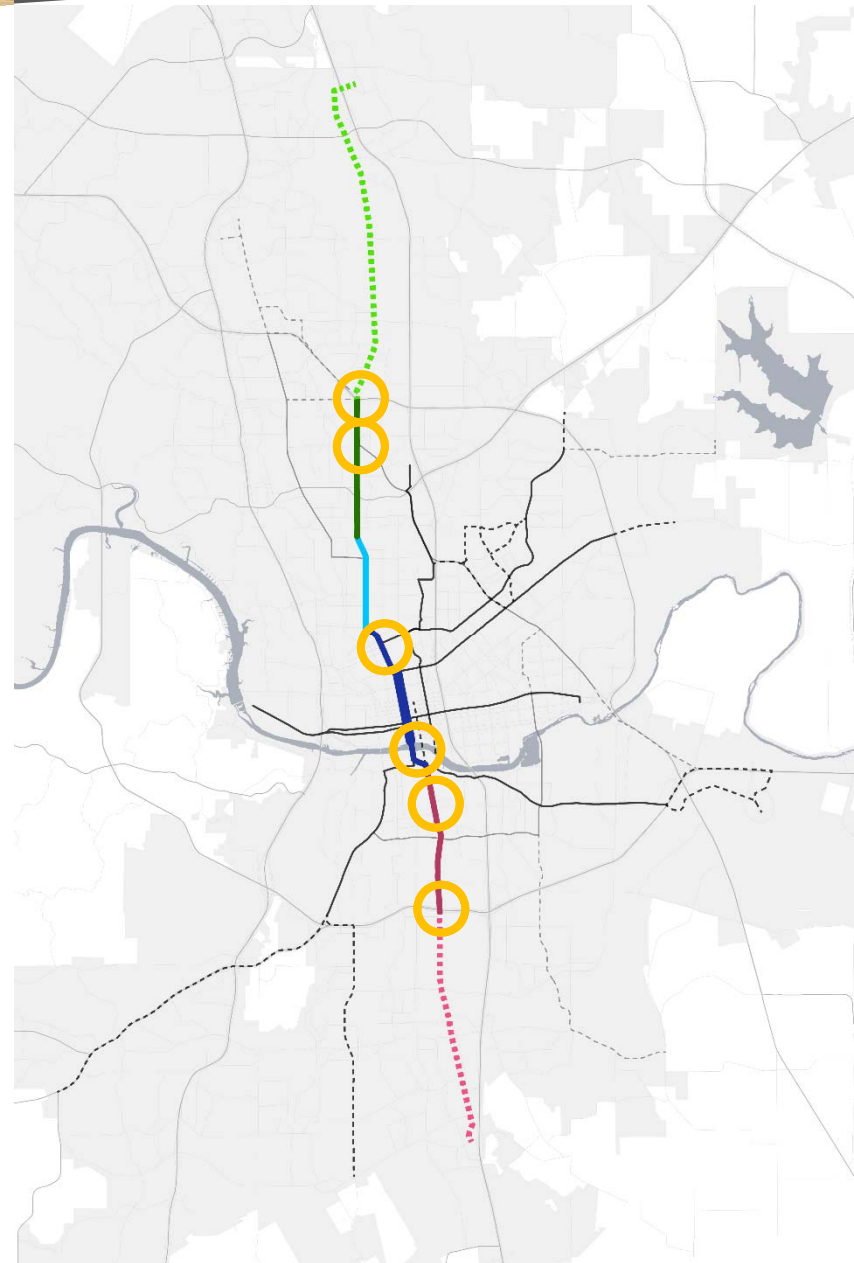
- **Six Typical Sections (based on typical ROW widths & street types)**
- **Four Guideway Options**
 - Street level, Median
 - Street level, Side Running
 - Aerial
 - Submerged
- **Support all connector modes**





Challenge Areas

- North Lamar Transit Center Area
- Crestview Station Area
- The Drag
- Lady Bird Lake Crossing
- South Congress Shopping District
- South Congress Transit Center Area





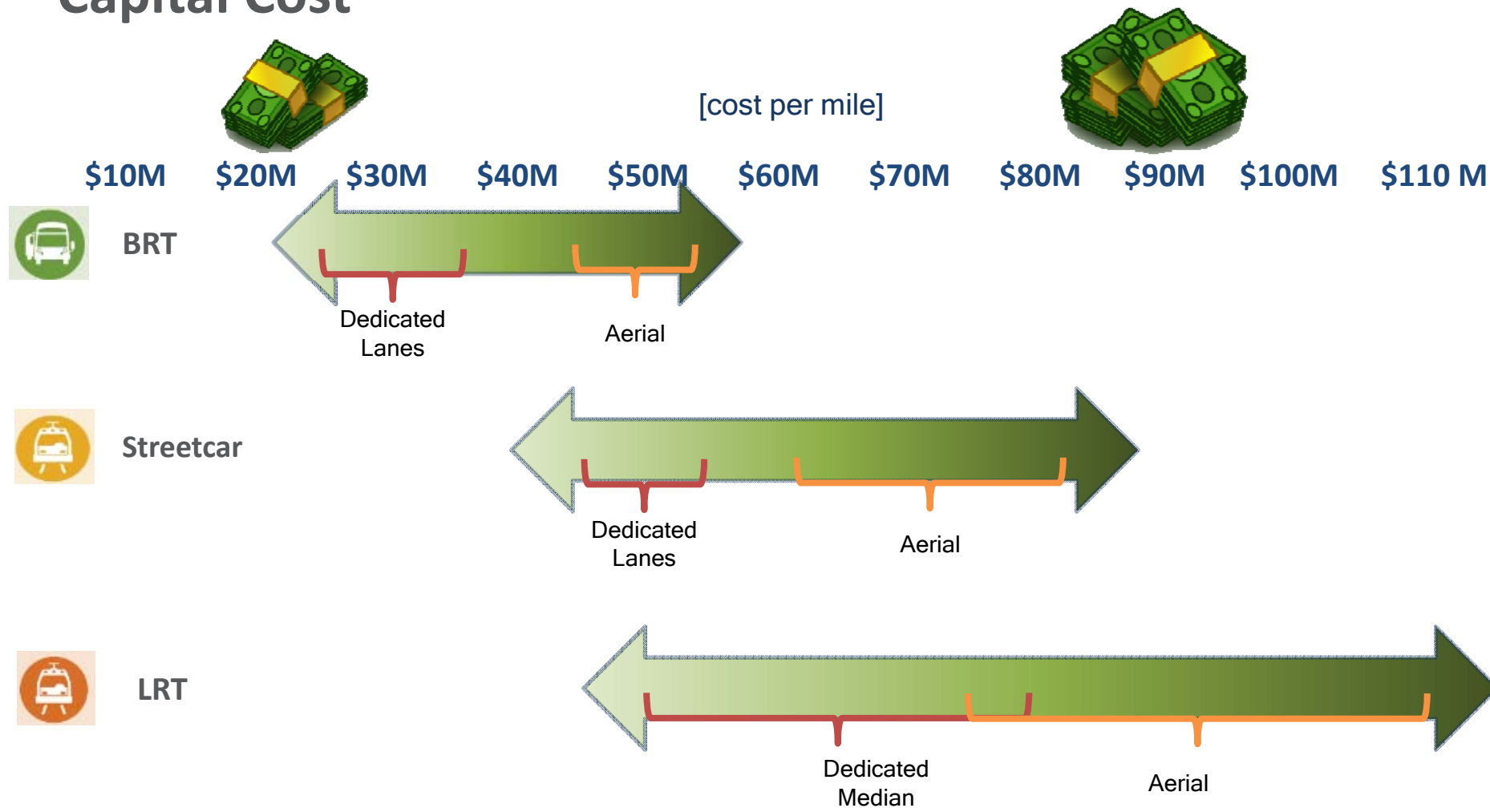
Station Assessment

- Project Team explored ½ mile buffer around possible station locations
- Station performance analyzed for following factors:
 - Population Density
 - Employment Density
 - Connectivity
 - Affordability
 - Walkability
 - Market Strength
- Will use this information to discuss station locations with community

Station	Overall Score	Population Density	Employment Density	Connectivity	Affordability	Walkability	Market Strength
S Central Waterfront	Yellow	Red	Green	Yellow	Yellow	Yellow	Yellow
SoCo	Yellow	Red	Yellow	Yellow	Red	Green	Yellow
Oltorf	Yellow	Yellow	Yellow	Green	Yellow	Yellow	Yellow
Woodward	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow
South Congress TC	Yellow	Red	Yellow	Yellow	Yellow	Yellow	Yellow
Stassney	Red	Red	Red	Red	Red	Yellow	Red
William Cannon	Red	Yellow	Red	Red	Yellow	Yellow	Red
Southpark Meadows	Red	Red	Yellow	Red	Yellow	Yellow	Red



Capital Cost

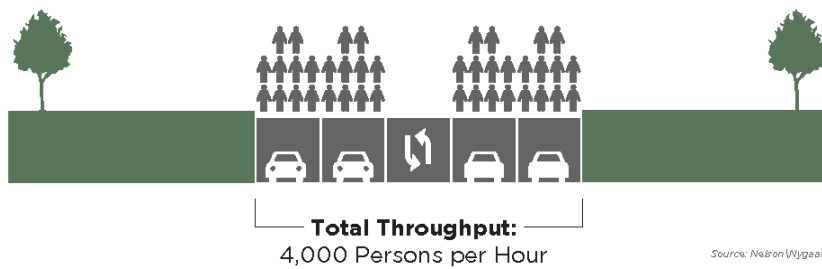




High Capacity Transit

Existing Roadway:
Four auto lanes + turning lane

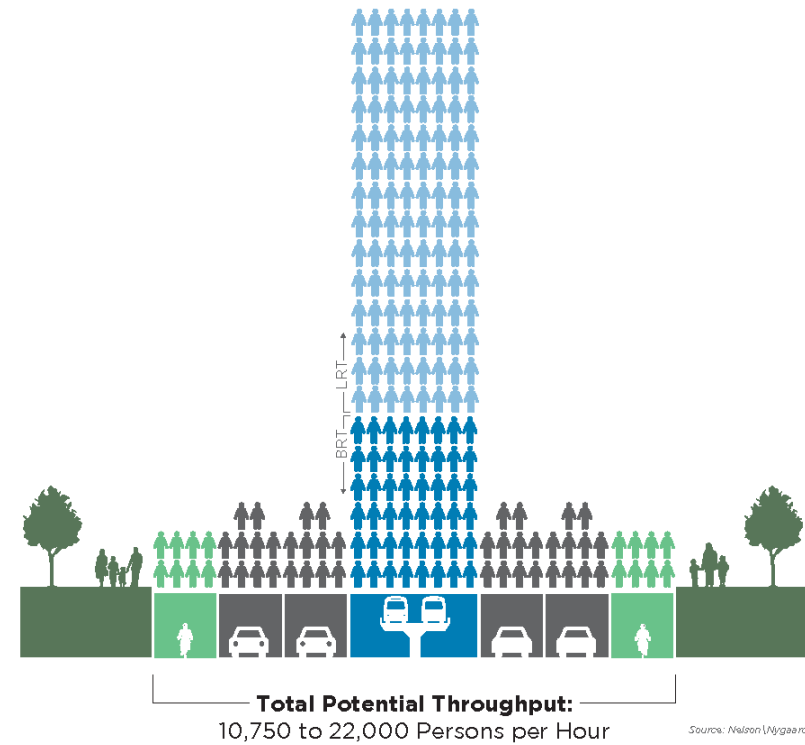
↑ = 100 persons per hour



Source: Nelson\Nygaard

Option 2:
Center Running Elevated

↑ = 100 persons per hour

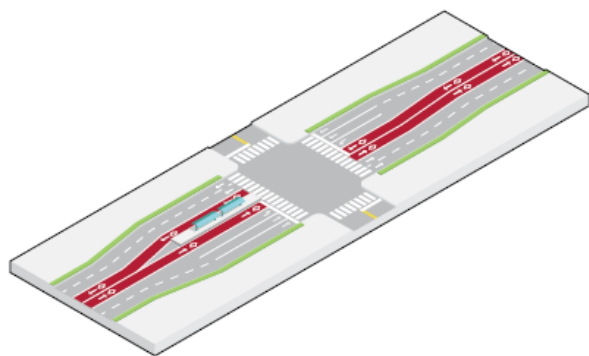


Source: Nelson\Nygaard



Best Practices

Center Running Transit Guideway Typical Station:



Center Running Station Examples:



Seattle Central Link

- 1 Pedestrian Access
- 2 Light Rail Station Platform



Seattle Central Link, Columbia City Station

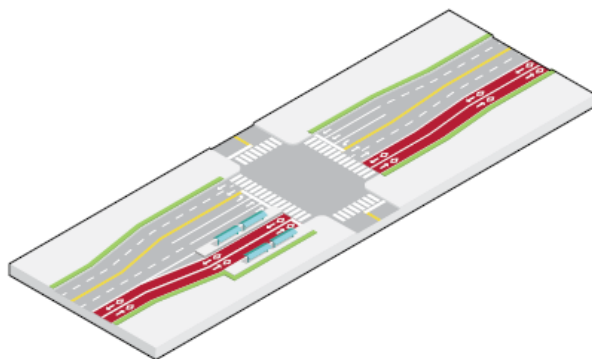
- 1 Pedestrian Access
- 2 Light Rail Station Platform



Lane Transit District BRT Station (Eugene, OR)

- 1 BRT Station Platform

Side Running Transit Guideway Typical Station:



Side Running Station Examples:



Minneapolis Green Line

- 1 Light Rail Station Platform
- 2 Pedestrian Access



Minneapolis Green Line - Rice Street Station

- 1 Light Rail Station Platform
- 2 Pedestrian Access



Portland MAX N Denver Station

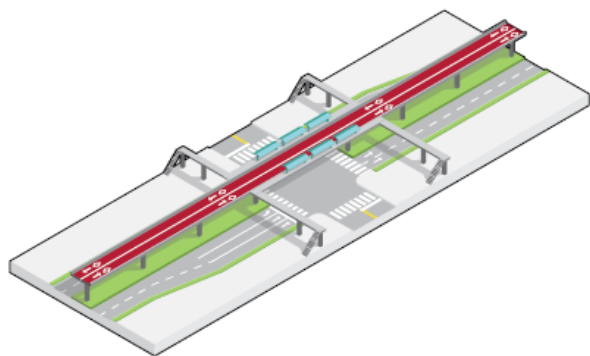
- 1 Light Rail Station Platform
- 2 Pedestrian Access



Best Practices

Elevated Transit Guideway

Typical Station:



Elevated Guideway Examples:



Seattle Central Link

- 1 Light Rail Station Platform
- 2 Street-Level Access



Seattle Central Link - Angle Lake Station

- 1 Light Rail Station Platform
- 2 Street-Level Access

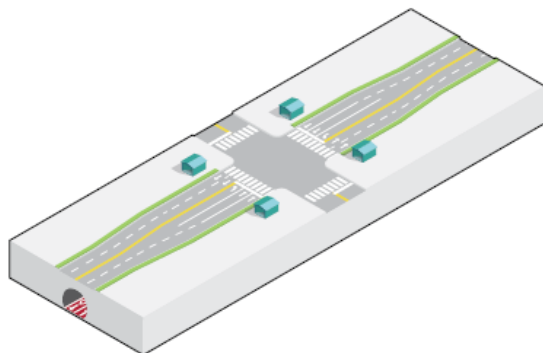


Vancouver SkyTrain - Brentwood Station

- 1 Light Rail Station Platform
- 2 Street-Level Access
- 3 Pedestrian Bridge

Submerged Transit Guideway

Typical Station:



Submerged Guideway Examples:



Seattle Central Link

- 1 Street-Level Access



Downtown Seattle Transit Tunnel

- 1 Station Access
- 2 Shared Light Rail and Bus Guideway
- 3 Light Rail and Bus Station Platform



Vancouver SkyTrain Station Entrance

- 1 Street-Level Access (Elevator)
- 2 Pedestrian Crossing



Case Study



Next Steps

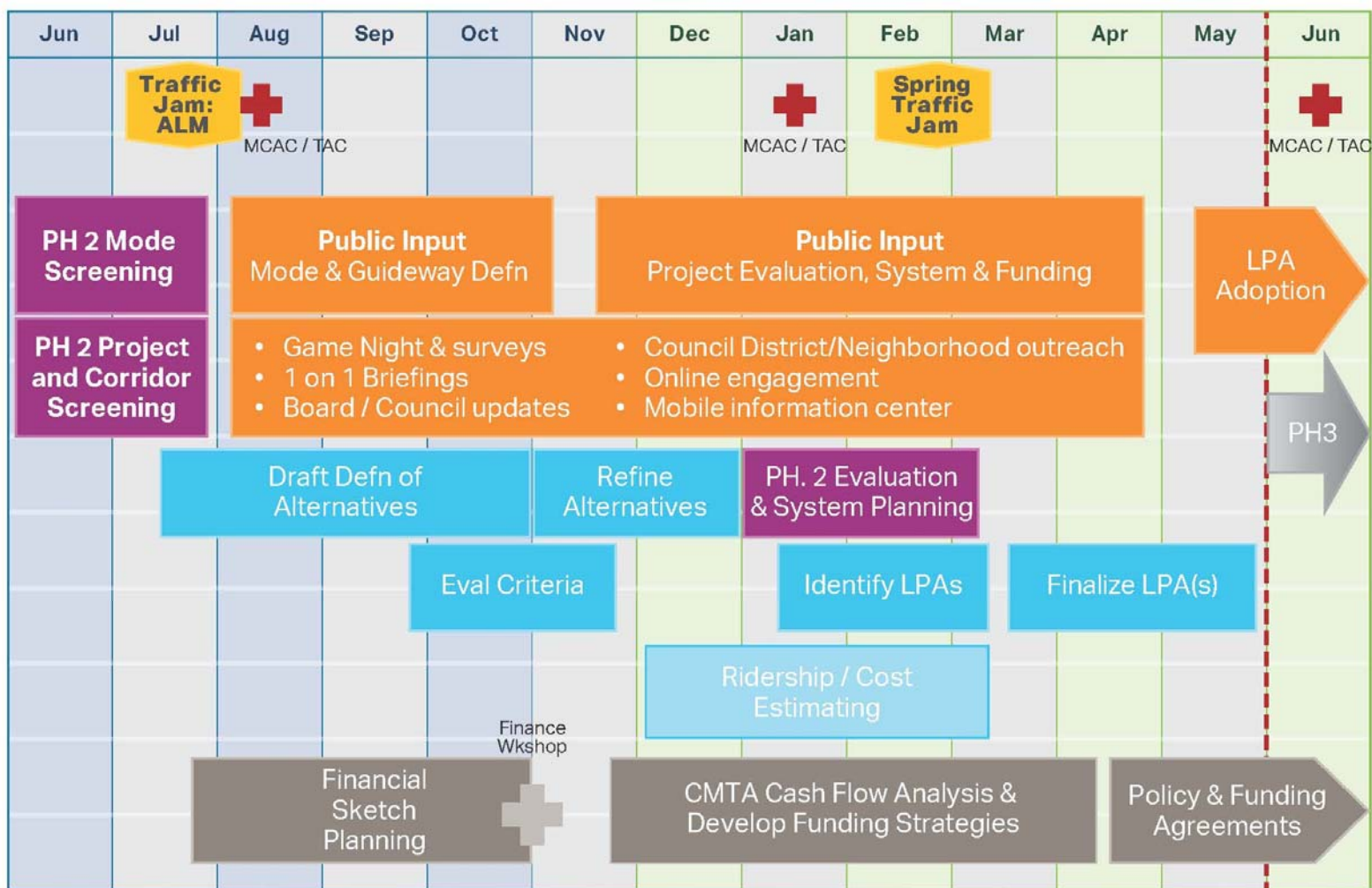


Ongoing Phase 2 Analysis

- **Define Alternatives for Remaining Connector Corridors**
 - S Lamar
 - MLK & Manor/Dean Keeton
 - 7th/Lake Austin
 - Riverside
 - Highland/Trinity
 - Illustrative Corridors
- **Define Alternatives for Commuter & Circulator Corridors**
- **Define Options for Enhancement Projects**



Phase 2 Schedule





How to stay or get involved

- Neighborhood Association Focus Group Meetings - Fall/Winter 2017-2018
- Traffic Jam – Feb 2018



- Visit projectconnect.org for latest public input opportunities

The Project Connect team is serious about building consensus.



We've received almost
3,000
survey responses



and spoken to more than
2,000
people



at **80**
meetings
throughout
Central Texas

And, over the next year or so,
there will be many more opportunities for you to participate.



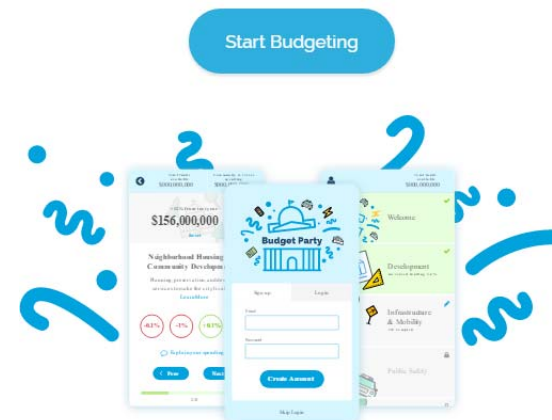
Transit Game Nights

Overview

- Gamified survey to educate and engage the public
- Players are given a grant for implementing transit and must make selections for mode, guideway, service
- Patterned after 'games' used for other major planning initiatives (Code Next, CoA budget, etc..)

Event Schedule

- Beta testing webinar – 8/16
- Game Night kickoff - Aug 24
- More game nights – Oct/Nov





Q & A



Thank You!