



City of Austin Planning Commission Briefing

January 23, 2018



Transit and Imagine Austin

THRIVING

HEALTHY
AUSTIN

CREATIVE
ECONOMY

COMPLETE COMMUNITIES

COMPACT
& CONNECTED

CODENEXT

PATHS TO PROSPERITY

AFFORDABILITY

WORKFORCE

NATURE INTO CITY

WATER

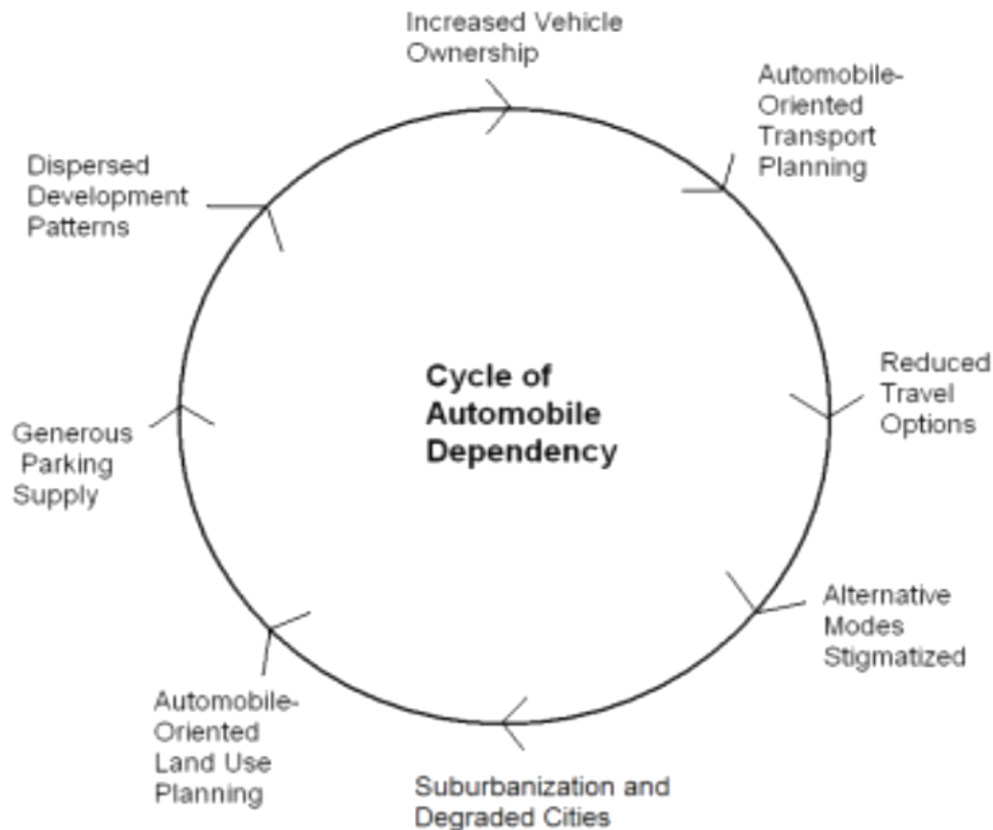
ENVIRONMENT



Public transportation interacts with all of these priorities, helping to shape and being shaped by each.

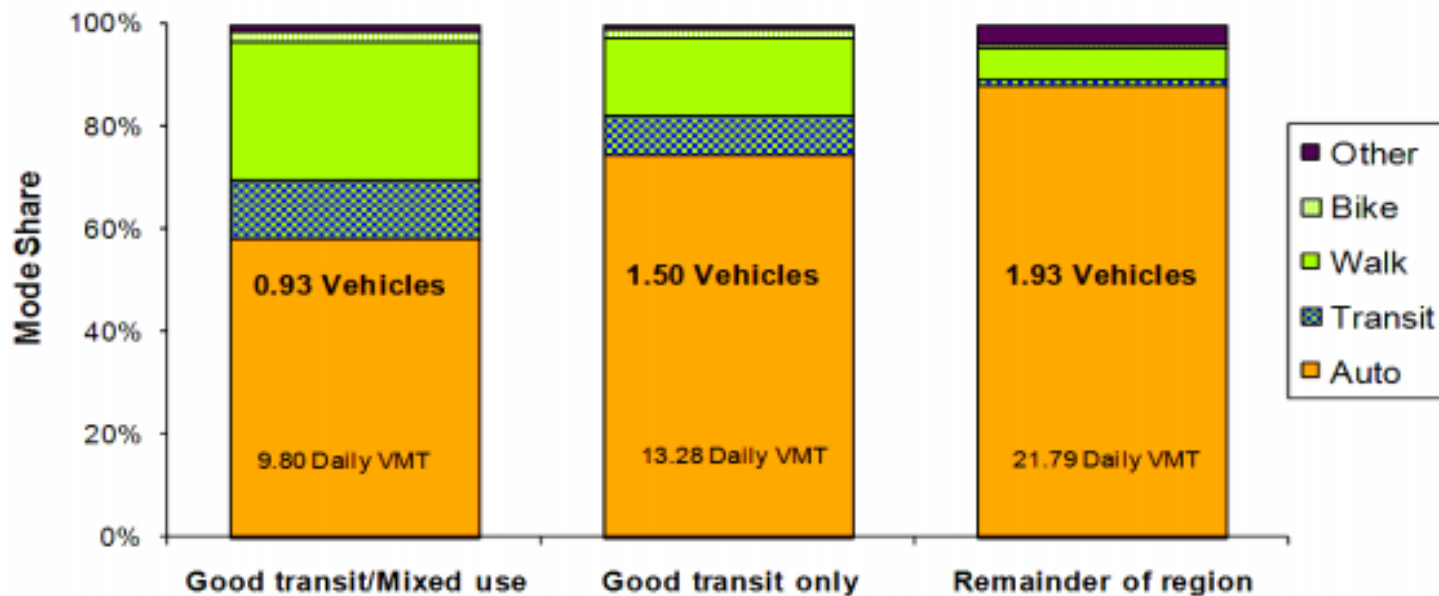
Where We've Been...

Figure 1 Cycle of Automobile Dependency and Sprawl



This figure illustrates the self-reinforcing cycle of increased automobile dependency and sprawl.

Transit-Supportive Land Use = Positive Community Outcomes

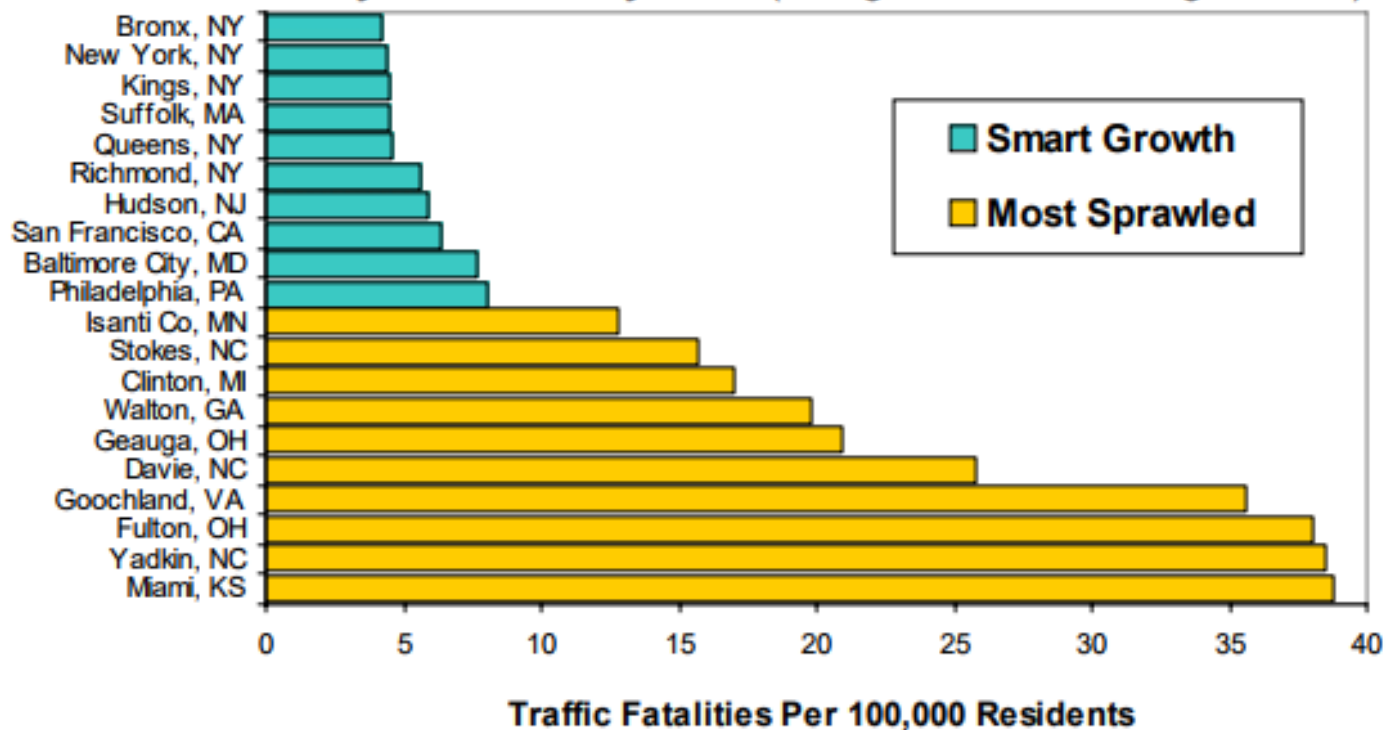


People who live in transit-oriented communities tend to own fewer vehicles, drive less and rely more on alternative modes. "Daily VMT" indicates average daily vehicle miles traveled per capita.

TOD Impacts On Mode Split in Portland, Oregon (Ohland and Poticha 2006)

Transit-Supportive Land Use = Positive Community Outcomes

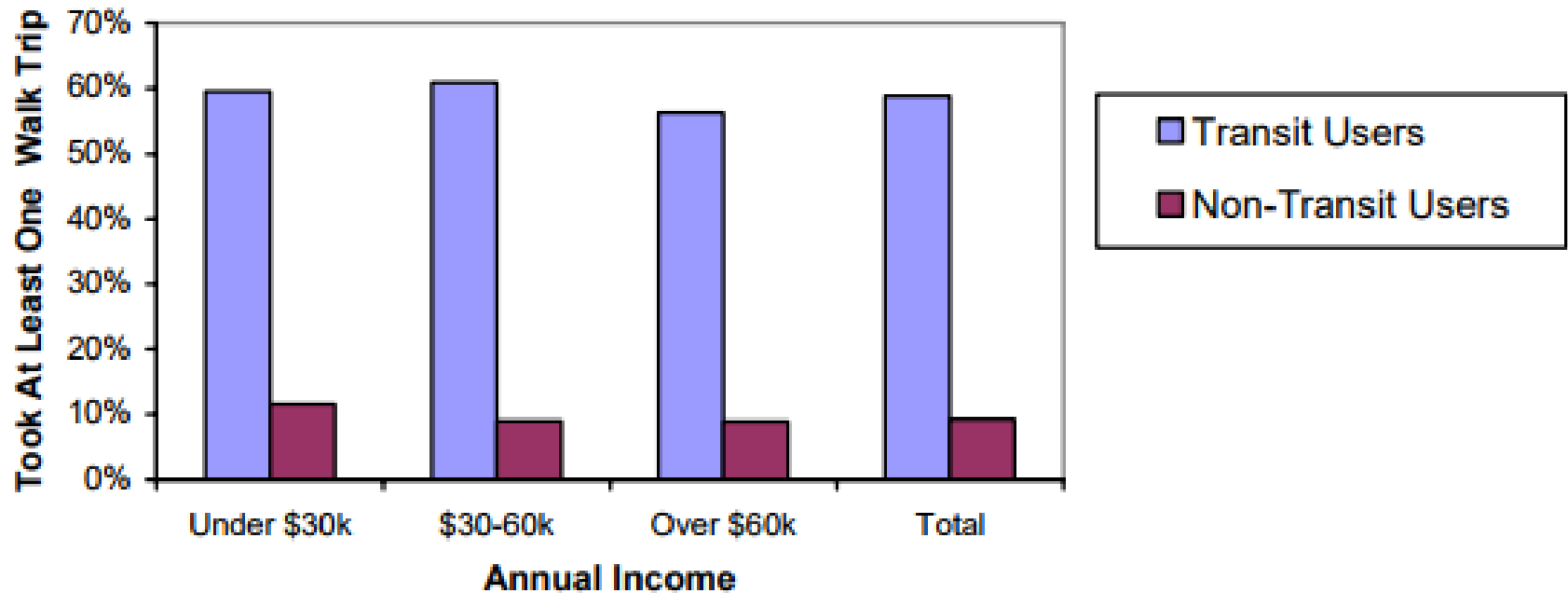
Figure 8 U.S. County Traffic Fatality Rates (Ewing, Schieber and Zegeer 2003)



The ten smartest growth counties have about a quarter the traffic fatality rates as the most sprawled.

Transit-Supportive Land Use = Positive Community Outcomes

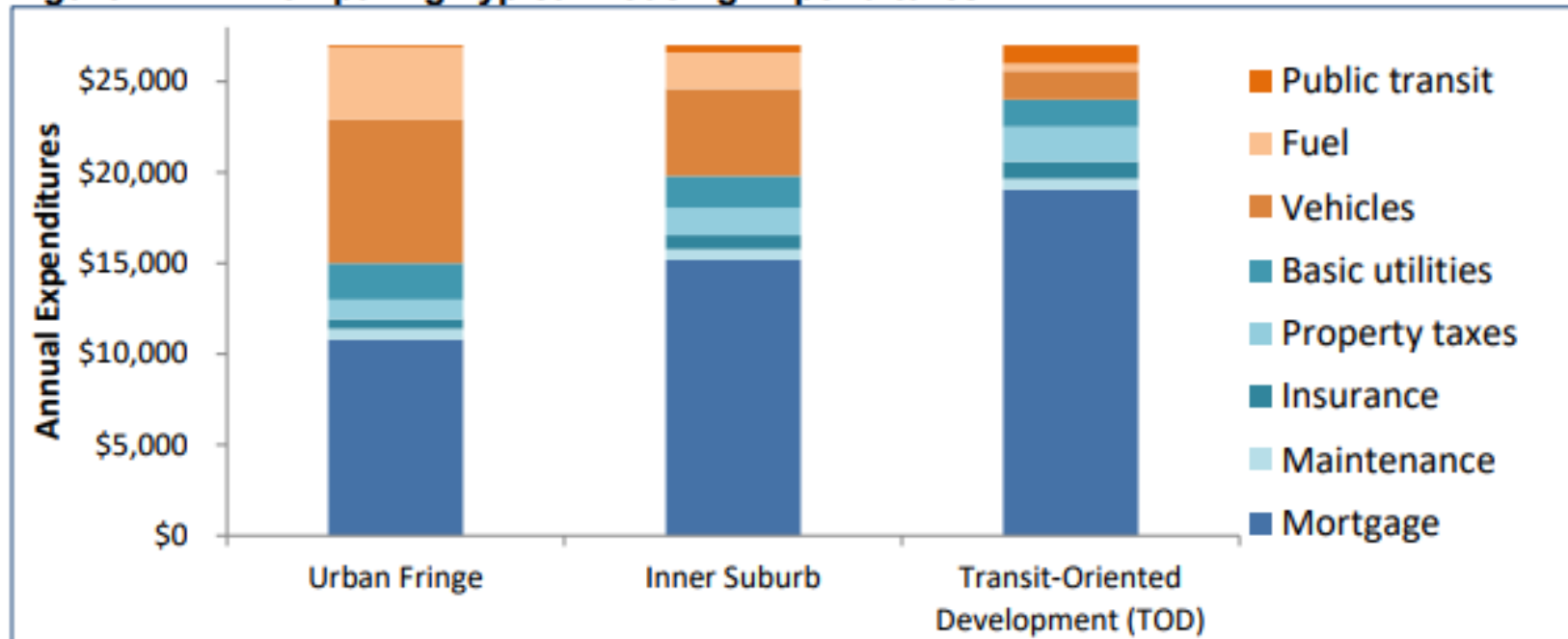
Figure 11 Daily Walking Trips And Transit Travel (Lachapelle and Frank 2008)



Public transit users walk more than non-transit users, regardless of income.

Transit-Supportive Land Use = Positive Community Outcomes

Figure 2 Comparing Typical Housing Expenditures



A typical \$60,000-annual-income household can afford to spend \$27,000 on housing and transport combined. Smart Growth reduces transport and increases housing expenditures.

Transit and Land Use- What's the Connection?

Many Factors Affect Transit Use...CodeNEXT affects some of the most critical



Internal Factors

- Quantity of Service Provided
- Quality of Service
- Price

External Factors

- Employment (region and CBD)
- Income
- Population
- Auto ownership and cost
- Parking availability and cost
- Land use

Key Findings from UCLA Study

- **“Not surprisingly, dense, compact development is found to be more conducive to efficient transit operations than dispersed and sprawling patterns of urban development.”**

Taylor, et al. *The Factors Influencing Transit Ridership: A Review and Analysis of the Ridership Literature.*

Key Findings from UCLA Study

- **“...of the 40 land use and demographic variables included, the most important for determining transit demand...are overall housing density per acre and overall employment density per acre.” – Taylor, et al. *The Factors Influencing Transit Ridership: A Review and Analysis of the Ridership Literature.***

Key Findings from UCLA Study

- “Taken as a whole, variables which directly or indirectly measure automobile access and utility (including auto ownership and parking availability) explain more of the variation in transit ridership than any other family of factors.” – Taylor, et al. *The Factors Influencing Transit Ridership: A Review and Analysis of the Ridership Literature*.

Key Findings from UC Berkeley Study

- **“...if fixed-guideway transit is to yield appreciable dividends, there must be a close correspondence between transit investments and urban development patterns.”** – Cervero, et al. *Cost of a Ride: The Effects of Densities on Fixed-Guideway Transit Ridership and Capital Costs.*

Key Findings from UC Berkeley Study

- **“Successful transit-oriented development requires pro-active government involvement, which includes zoning for the densities needed to sustain cost-effective transit services...our analysis suggests that many transit stations in the US do not have the surrounding job or population densities to support cost-effective transit service. We suspect these barriers are more regulatory than market-driven and that restrictive zoning is a major obstacle to increased transit efficiency.”** -Cervero, et al. *Cost of a Ride: The Effects of Densities on Fixed-Guideway Transit Ridership and Capital Costs.*

How is Capital Metro Engaging?

Connections 2025
Transit Oriented Development
Project Connect

Connections 2025

MORE FREQUENT. MORE RELIABLE. MORE CONNECTED.

Capital Metro | Connections2025

June 2018 Service Change

More Frequent

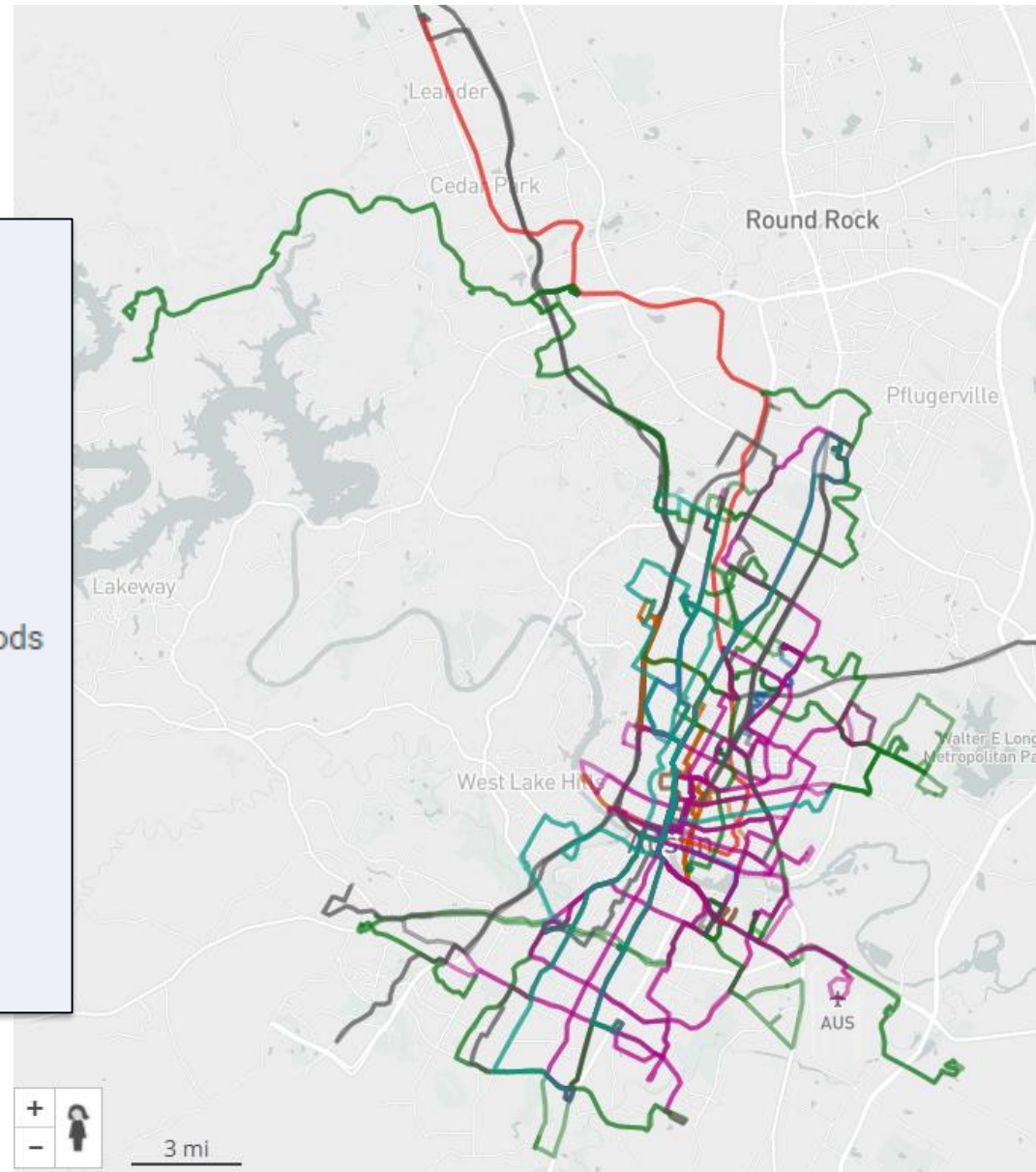
- 14 High-Frequency Routes
- Departures at least every 15 minutes
- 7 days a week

More Reliable

- More direct routing
- Eliminates route deviations within neighborhoods
- Easier to understand system

Better Connected

- Routes designed to work as a system
- Decreased waiting time for your next bus
- Riders able to transfer with more confidence

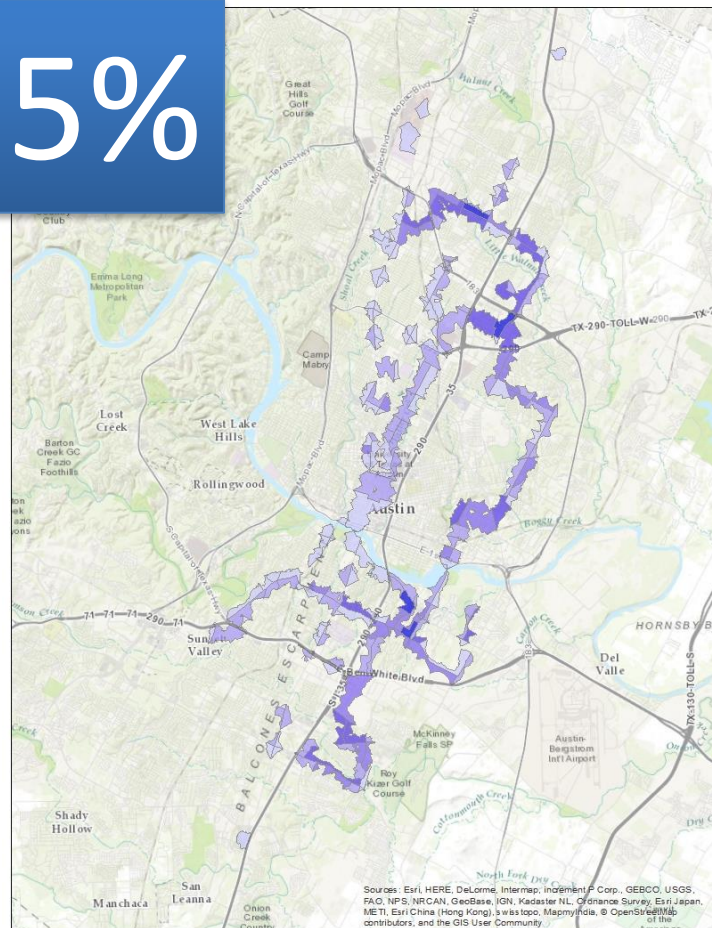


Households in Poverty within 5-minute walk of Frequent Service

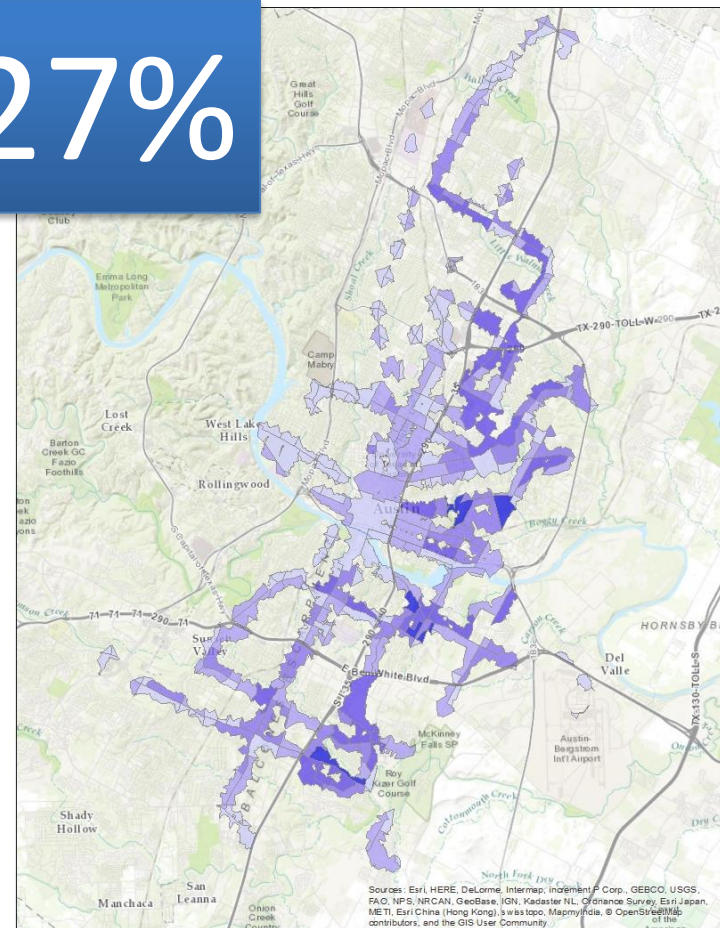
Current

Proposed June 2018

15%



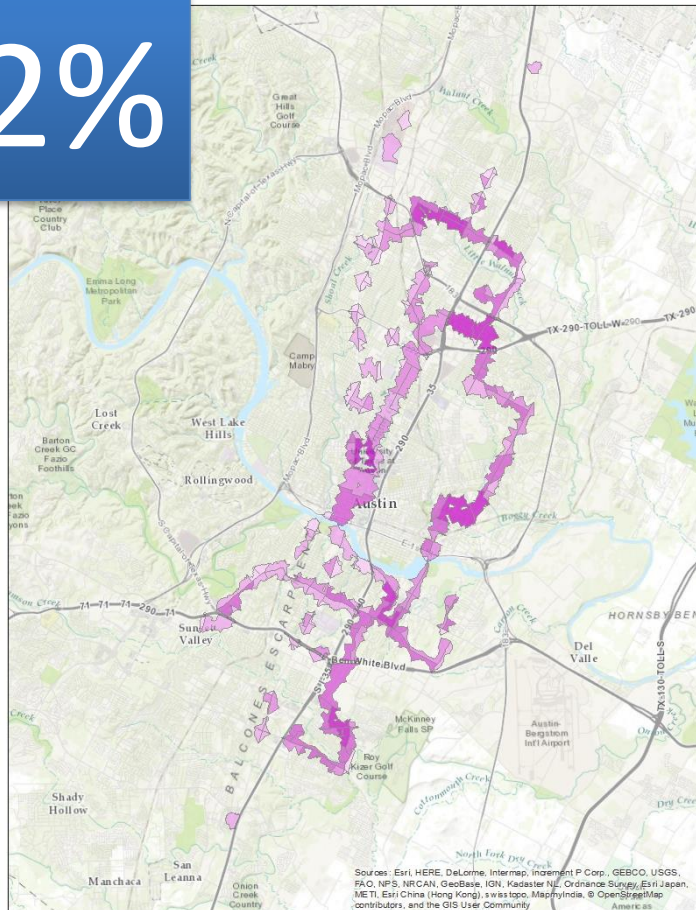
27%



Minority Population within 5-minute walk of Frequent Service

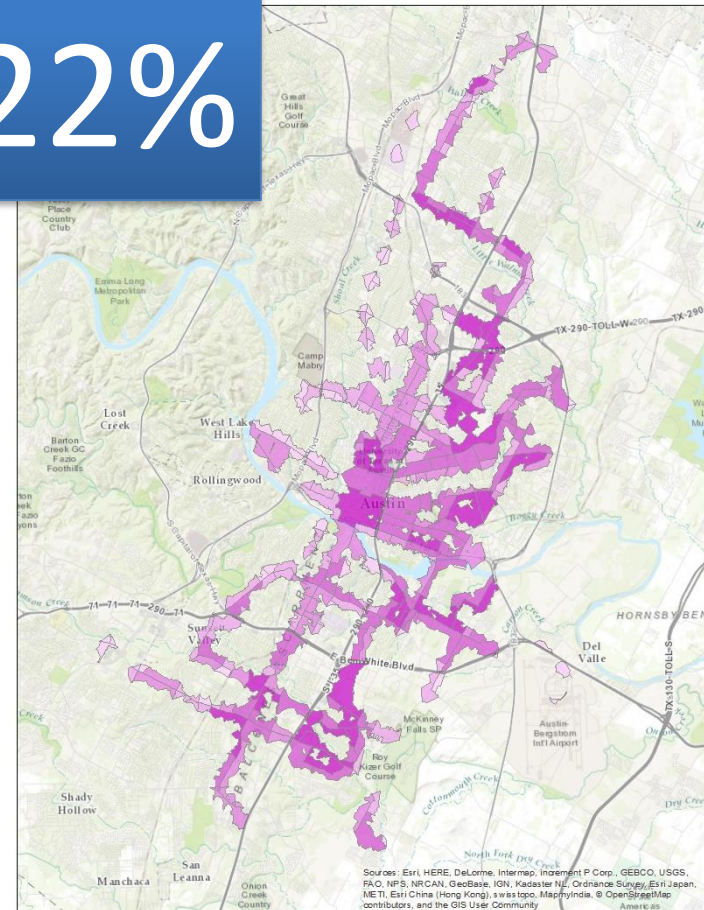
Current

12%



Proposed June 2018

22%



Transit Oriented Development

Transit-Oriented Development Guide | 2016

A Resource Manual for Designing Good Urbanism



Capital Metropolitan Transportation Authority | Austin, Texas



TOD Priority Tool Executive Summary

A Resource for Identifying TOD Opportunities
to Support High-Capacity Transit



Capital Metropolitan Transportation Authority | Austin, Texas



TOD READINESS SCORES

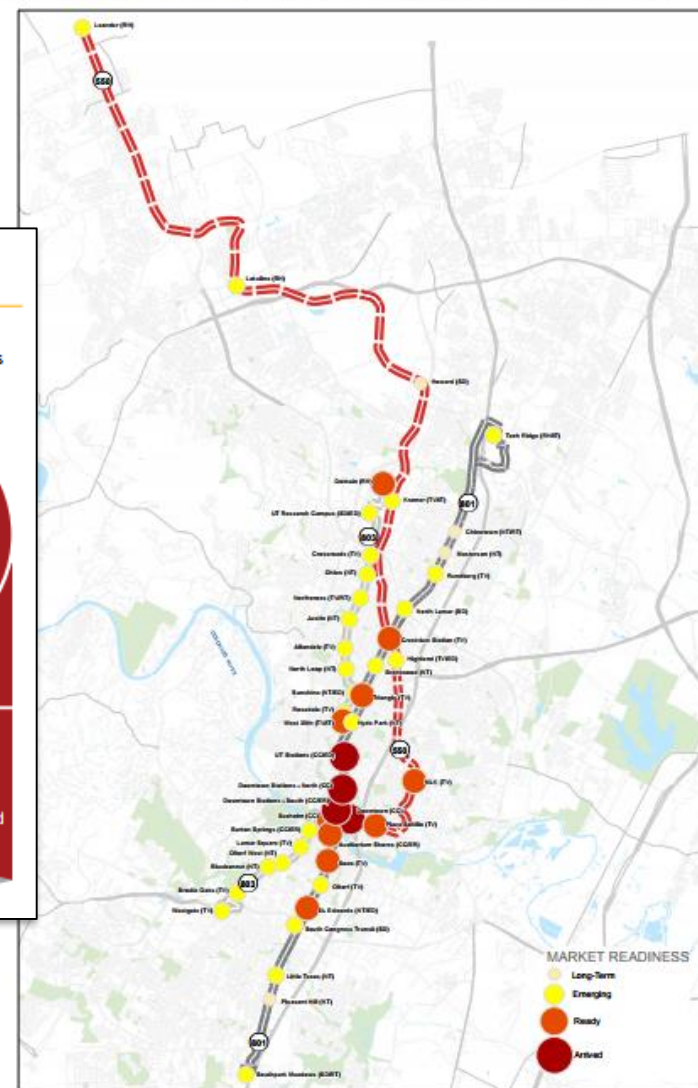
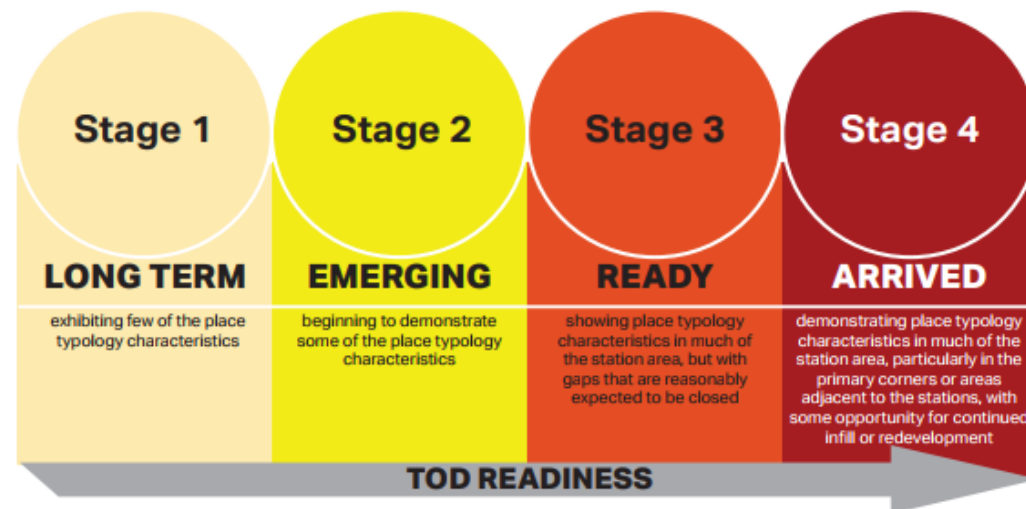
Stations on the MetroRapid 801, MetroRapid 803, and MetroRail corridors exhibit all four stages of TOD Readiness.

Ready to Support CodeNEXT

TOD READINESS

The **TOD Readiness Score** that summarizes how far a station has progressed toward its full TOD potential and how far it has to go. Unlike the TOD Place Typology, a station's **TOD Readiness Score**

can—and hopefully will—change over time, as conditions evolve and TOD takes hold in the market. The **TOD Readiness Score** has four levels.





Each Station Area has 7 maps, area photos, station amenities, and a Score Card:

Target
Ridership

Score

Grading

Field
Work

Funded
Capital
Projects

FACTS	Segment	South
	Service Open	2014
	Target Weekday Ridership	290-660
	Profile Date	2016
PLACE TYPOLOGY	TOD Village	
READINESS SCORE	Ready	
READINESS METRICS	Connectivity	Medium
	Market Strength	High
	Land Availability	Low
	Government Support	Medium
NEEDS	Safety and security <ul style="list-style-type: none"> Lighting in parking lots, along sidewalks and stations Wayfinding to Texas School for the Deaf 	
	Streetscape improvements <ul style="list-style-type: none"> Sidewalk repairs on South Congress Avenue Widen sidewalks in certain locations Mitigate utility obstructions in middle of sidewalk Bike lane on east side of South Congress Avenue, currently only on west side Bike parking corrals in public areas Enhanced visual cues at crosswalks, e.g. lighting in pavement Traffic calming, e.g., landscaped median, streetscape enhancements, building awnings, decorative lighting, street banners 	
	(Re)development opportunities <ul style="list-style-type: none"> Built-out: limited remaining infill potential 	
	Station amenities <ul style="list-style-type: none"> Pedestrian-scale streetlights, particularly at crosswalks Shade: trees or shade structure Additional bicycle parking 	
CATALYST PROJECTS	Other amenities <ul style="list-style-type: none"> Wayfinding to note areas within a "10 minute walk" 	
	Public/placemaking/art opportunity <ul style="list-style-type: none"> Possible "third place" and/or potential for functional art Safe design 	
CATALYST PROJECTS	<ul style="list-style-type: none"> Little Stacy Neighborhood Park-General Park Improvements (Parks and Recreation) 	



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

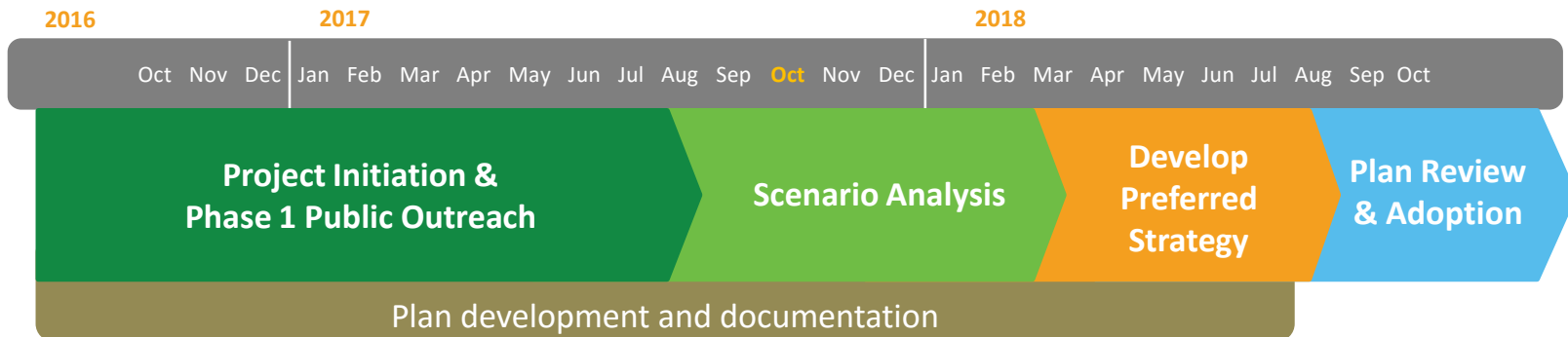


projectconnect



austin
MOTION

Austin Strategic Mobility Plan & Project Connect

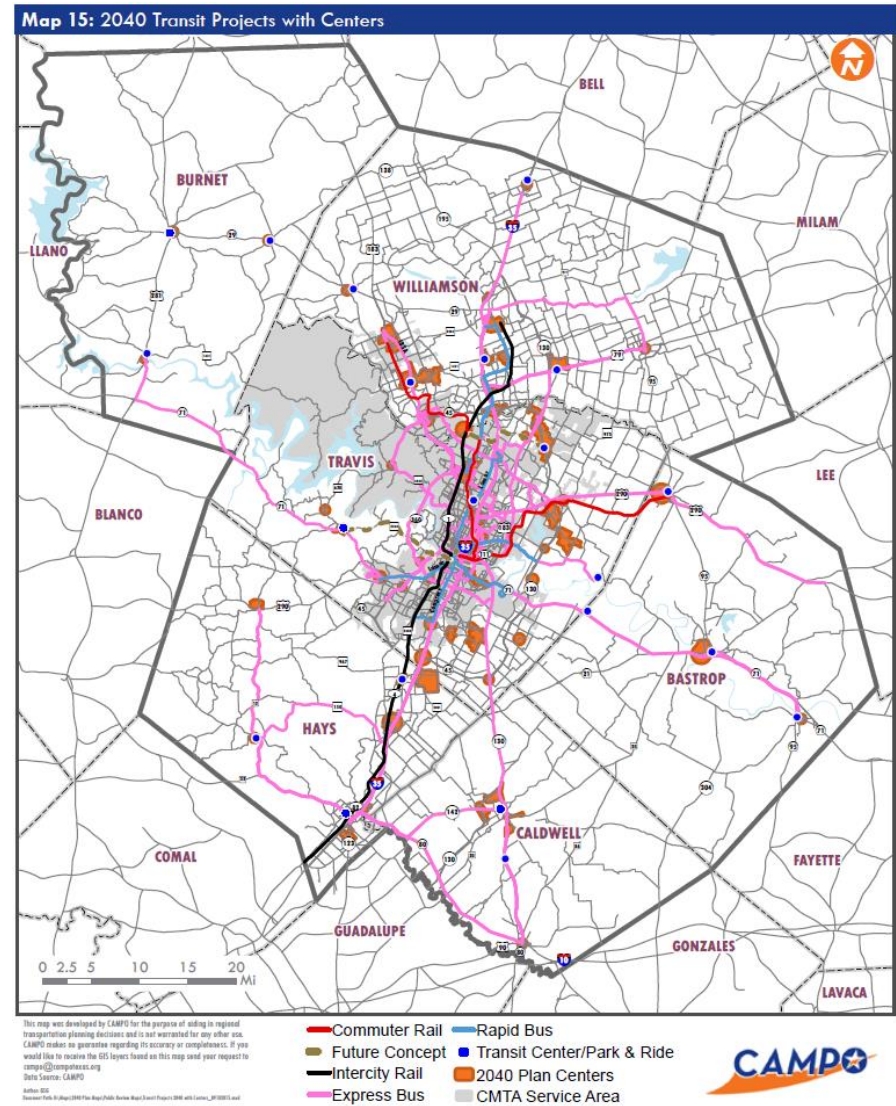


- Coordinated timelines
- High-Capacity Transit Element of the ASMP



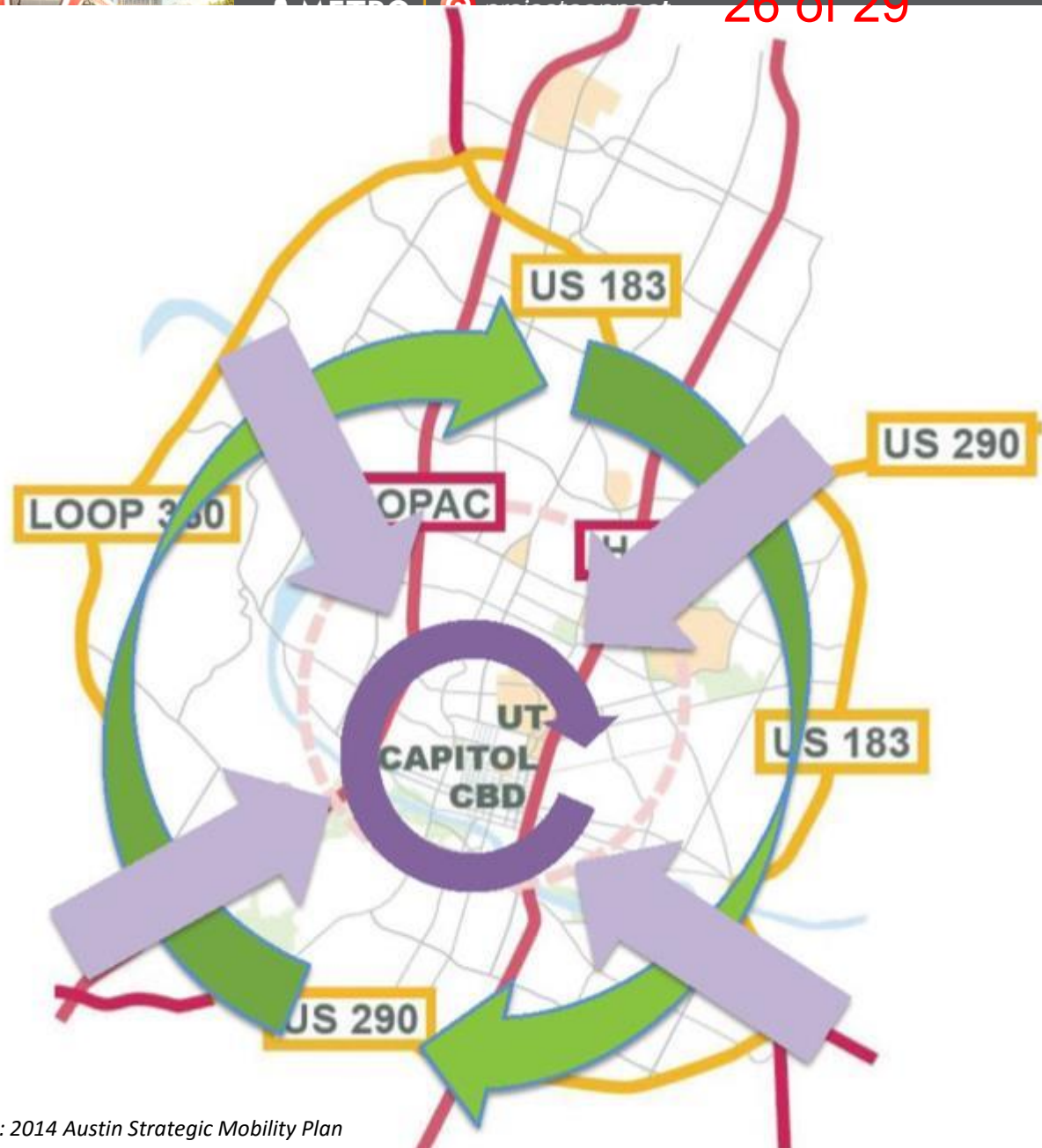
Project Connect

- Provides framework to develop high-capacity transit projects (BRT, rail)
- Links urban & suburban centers together with high-capacity transit
- Supports Imagine Austin & CAMPO 2040 Plan centers



Overall Purpose

- Improve high-capacity transit access into, out of and within Central Austin
- Enhance existing MetroRail, MetroRapid, MetroExpress
- Select new high-capacity transit projects

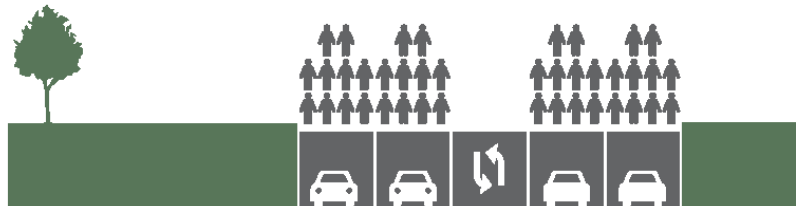


Source: 2014 Austin Strategic Mobility Plan

People Moving Capacity

Existing Roadway:
Four auto lanes + turning lane

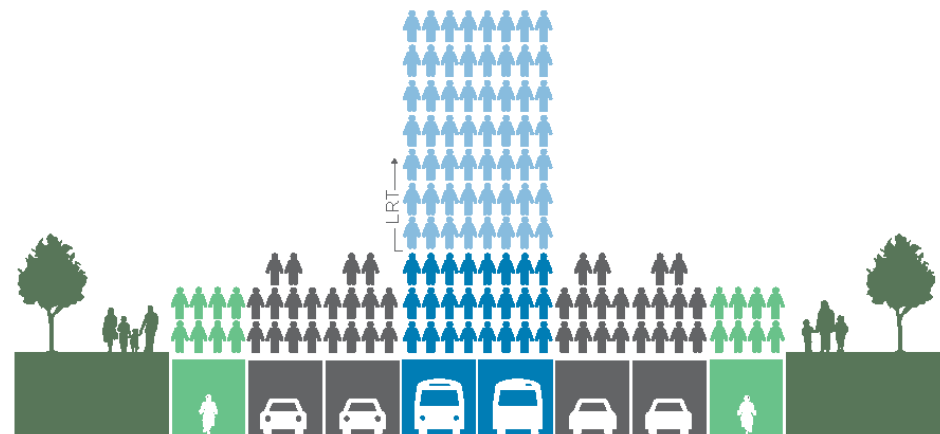
↑ = 100 persons per hour



Total Throughput:
4,000 Persons per Hour

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

↑ = 100 persons per hour



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

Phased Approach to Project Development

Phase 1

Big Ideas, Bold Starts

(6-9 mo.)

- **SELECTION**
- Tier 1 **Feasibility Analysis**
- Where are high-capacity enhancements / new services needed?
- Which projects are most critical / make the most sense?

Phase 2

Real Solutions for Real Problems

(14-18 mo.)

- **DETAIL ANALYSIS**
- Tier 2 **Technical Evaluation**
- What is the best system of solutions?
- What is the most effective strategy for implementation?

Phase 3

Path to Implementation

(4-6 mo.)

- **PROJECT DEVELOPMENT**
- Locally Preferred Alternative **(LPA) Selection**
- Advanced planning / PE / NEPA (if necessary)
- FTA Project Development Application -- local funding and policy adoption

Public Involvement



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Thank You!

www.capmetro.org

www.connections2025.org

www.projectconnect.com