

LOCALLY PREFERRED ALTERNATIVE ORANGE & BLUE LINE Conceptual Process



projectconnect

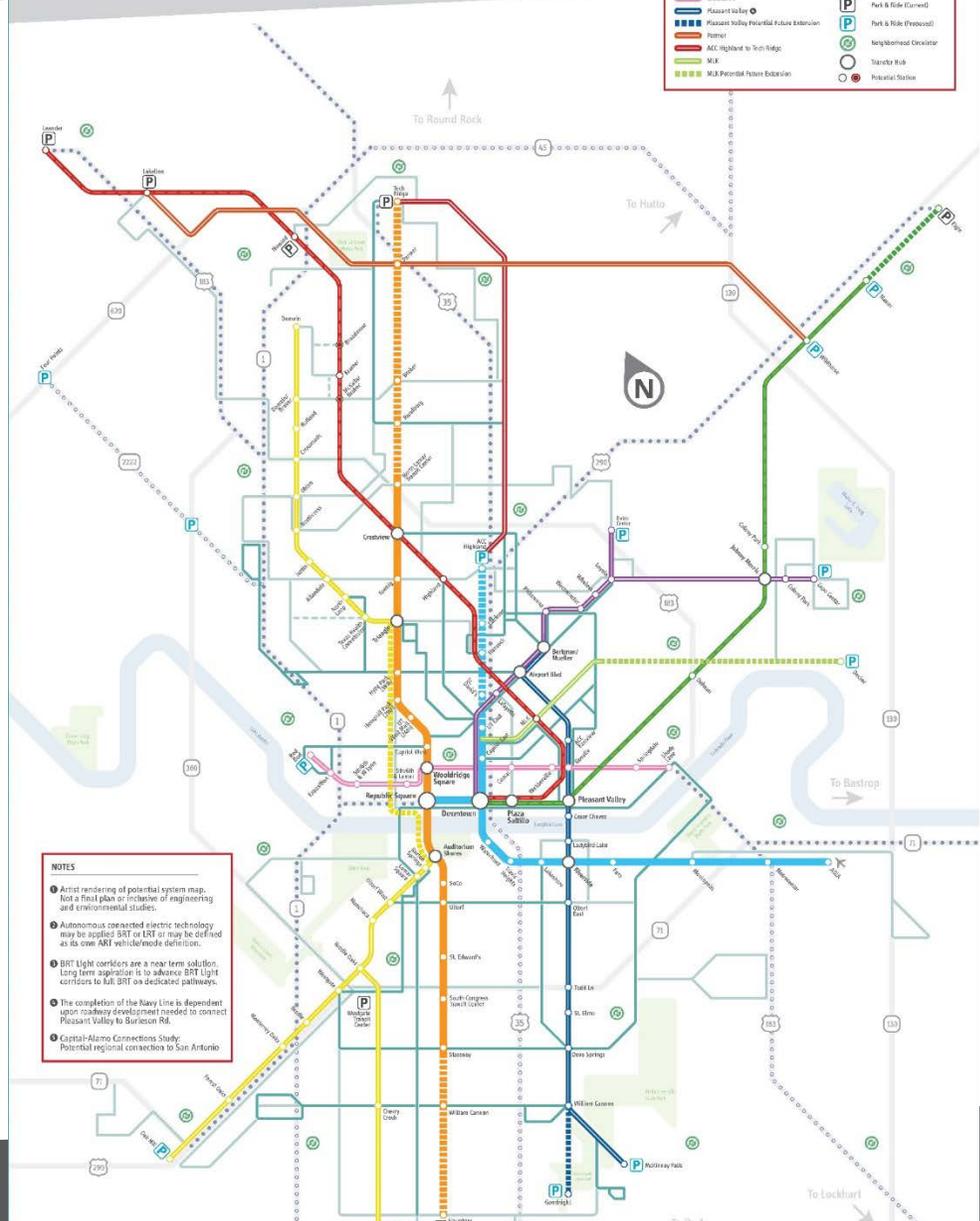
New Transit Options for a Greater Austin

Conceptual Analysis

LONG TERM VISION PLAN

LEGEND - Project Connect Long Term Vision Plan

High Capacity Rapid Transit (Unclassified Follow-up)	Commuter Rail
Blue Line - Standalone	Green Line
Blue Line - Potential Future Extension	Green Line - Potential Future Extension
Orange Line - N. Lamar's Congress	Red Line
Orange Line - Potential Future Extension	Other Items
Bus Rapid Transit Light (Local Priority Treatment)	Highway
Cap Center	Frontage Local Route
Barnett's Loop/Hwy 281	Local Route (Current)
Barnett's Loop/Hwy 281 Conceptual Alignment	Local Route (Proposed)
Crowdens	Express Route (Current)
Plazaant to Bay	Express Route (Proposed)
Plazaant today Potential Future Extension	Park & Ride (Current)
Plazaant	Park & Ride (Proposed)
ACC Highway to Tech Ridge	Neighborhood Circulator
M.A.	Transfer Hub
M.A. Potential Future Extension	Potential Station



NOTES

- Artist rendering of potential system map. Not a final plan or inclusive of engineering and environmental studies.
- Autonomous co-located electric technology may be applied BRT or LRT or may be defined as its own ART vehicle/mode definition.
- BRT light corridors are a new term solution. Long term solution is to address BRT Light corridors to full BRT on dedicated pathways.
- The completion of the Navy Line is dependent upon roadway development needed to connect Pleasant Valley to Barton Rd.
- Capital-Alamo Connections Study: Potential regional connection to San Antonio

VISION MAP

PROJECT DEVELOPMENT SCHEDULE



June 13 City Mobility Committee and June 21 Capital Metro Board Meeting
» Presentation of alternatives analysis methodology

July / August - Community engagement

Week of September 2 or 9
» Site tours Orange and Blue Lines (Public)

September / October – Community engagement

Week of October 7 or 14 - Joint Capital Metro Board / City Council Workshop
» Discussion of (BRT), Light Rail Transit (LRT) and Autonomous Rapid Transit
» Surface, tunnel and aerial alternatives

October / November – Community engagement

December 16 - Joint City Council / Board Workshop
» Preliminary LPAs Orange, Blue, BRT Light
» Capital Metro Board Meeting refer draft LPA's for public comment

January and February 2020 – Community engagement- ment on draft LPAs

Week of March 2 or 9 - Joint City Council / Capital Metro Board Workshop
» Consideration of comments from community engagement

March 23, 2020 - Capital Metro Board adoption of final LPAs

May 2020 - CAMPO
» Action to approve entry into the Long-Range Plan

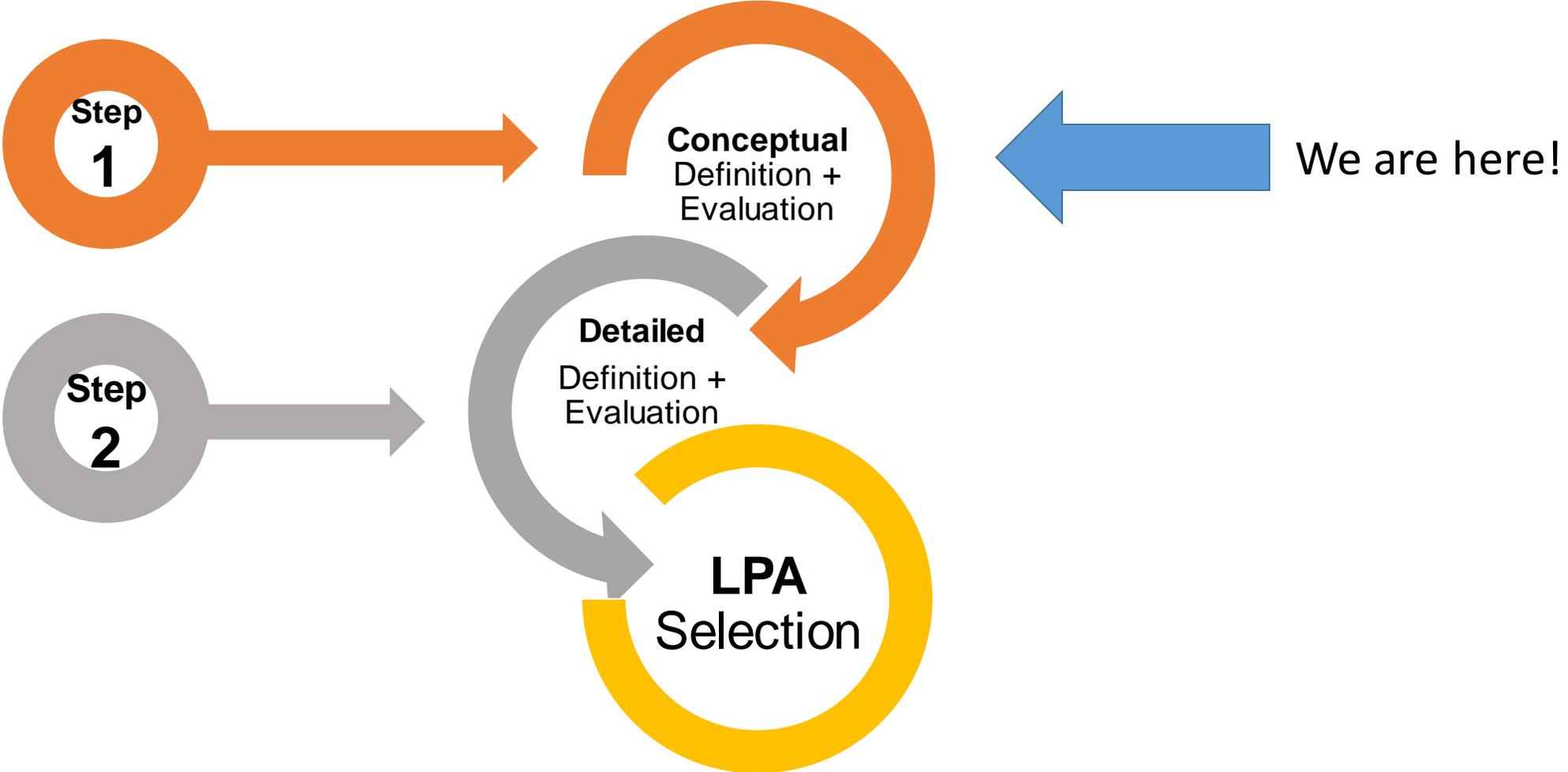
Date TBD
» Council direction to initiate bond package process
» Council requests and approves ballot language

FEDERAL ENVIRONMENTAL REQUIREMENTS

National Environmental Policy Act (NEPA)

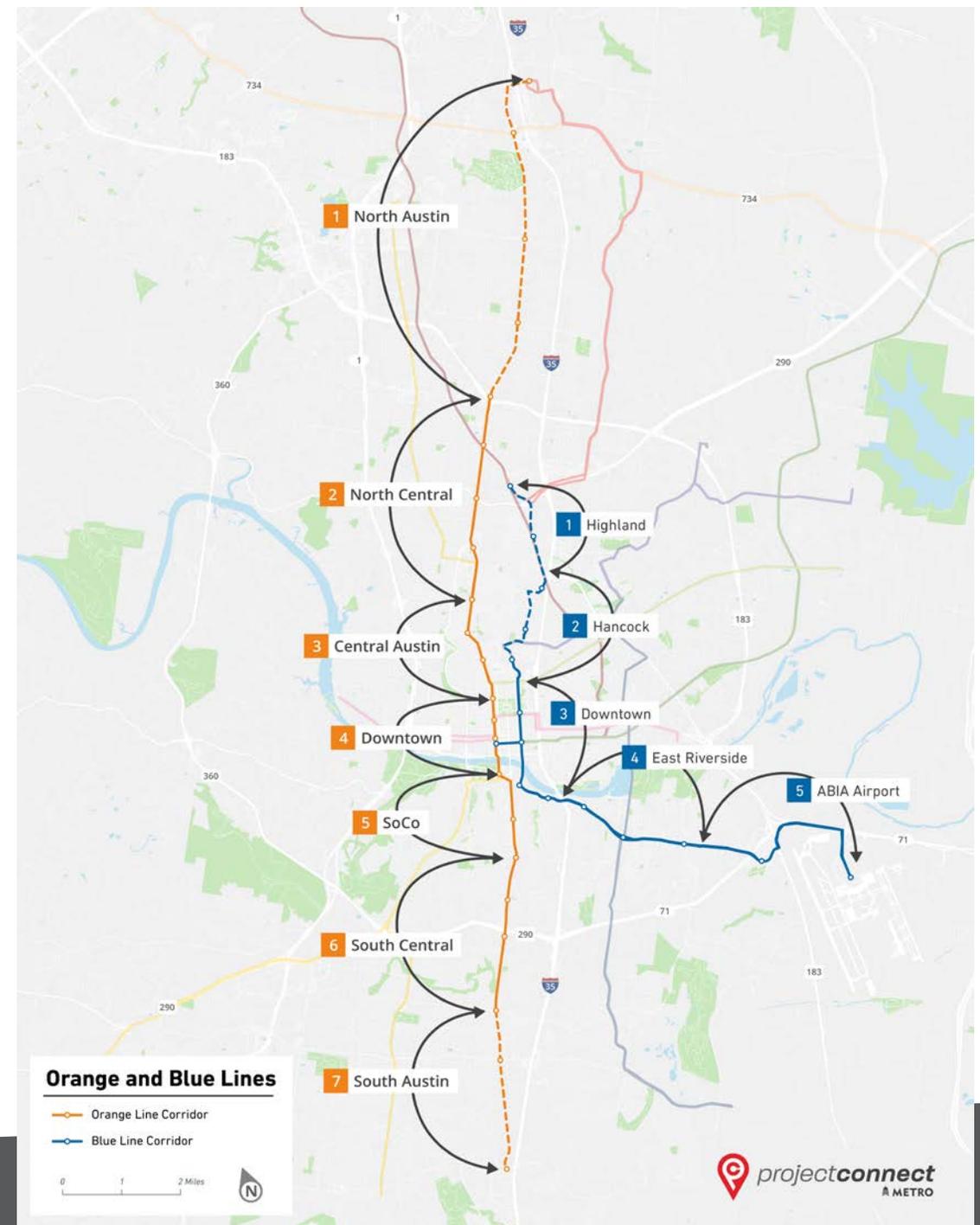
- Different levels of analysis required by NEPA
 - Environmental Impact Statement
 - Identification of potential impacts and benefits to the social, natural, and physical environment
 - Results in a Record of Decision (ROD) that identifies mitigation of adverse impacts
 - Orange and Blue Lines
 - Categorical Exclusion
 - Assumes limited adverse impacts
 - For minor actions that meet FTA criteria
 - Bus Rapid Transit – Light Corridors

TWO STEPS TO LOCALLY PREFERRED ALTERNATIVE (LPA)



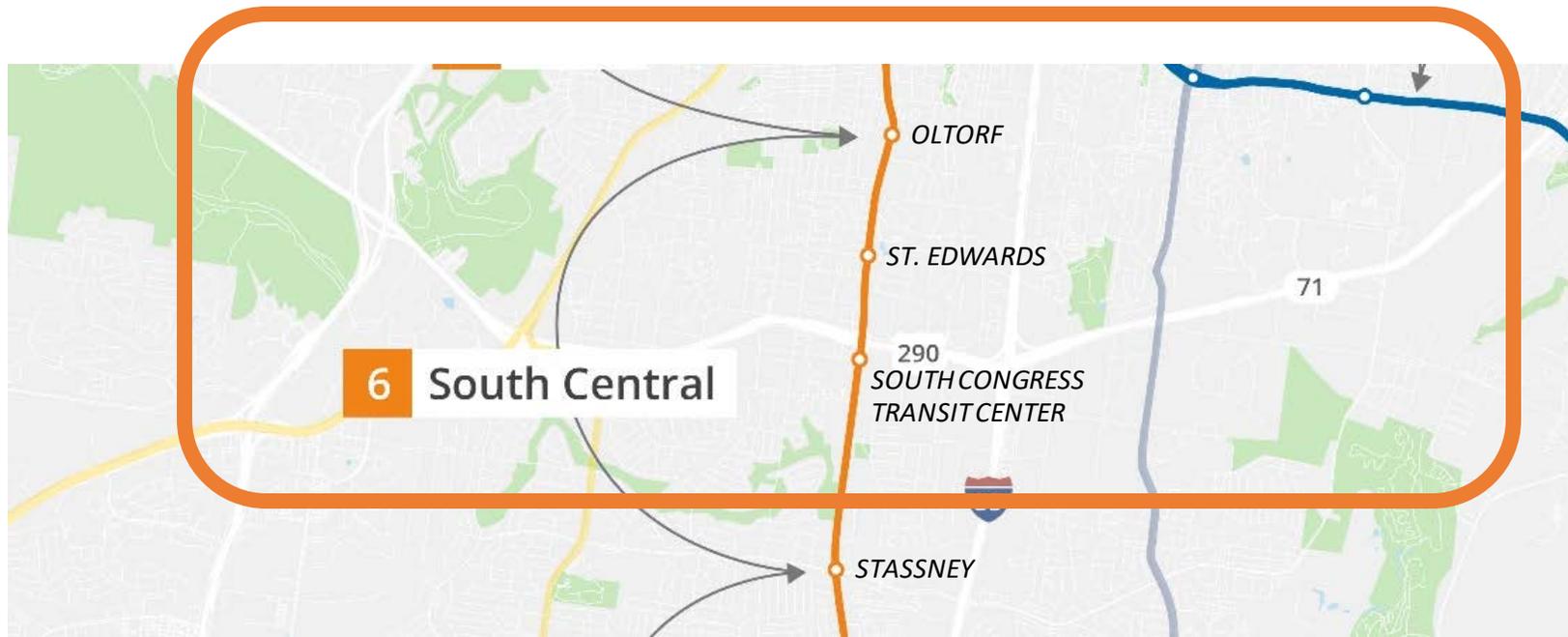
LPA DETERMINATION

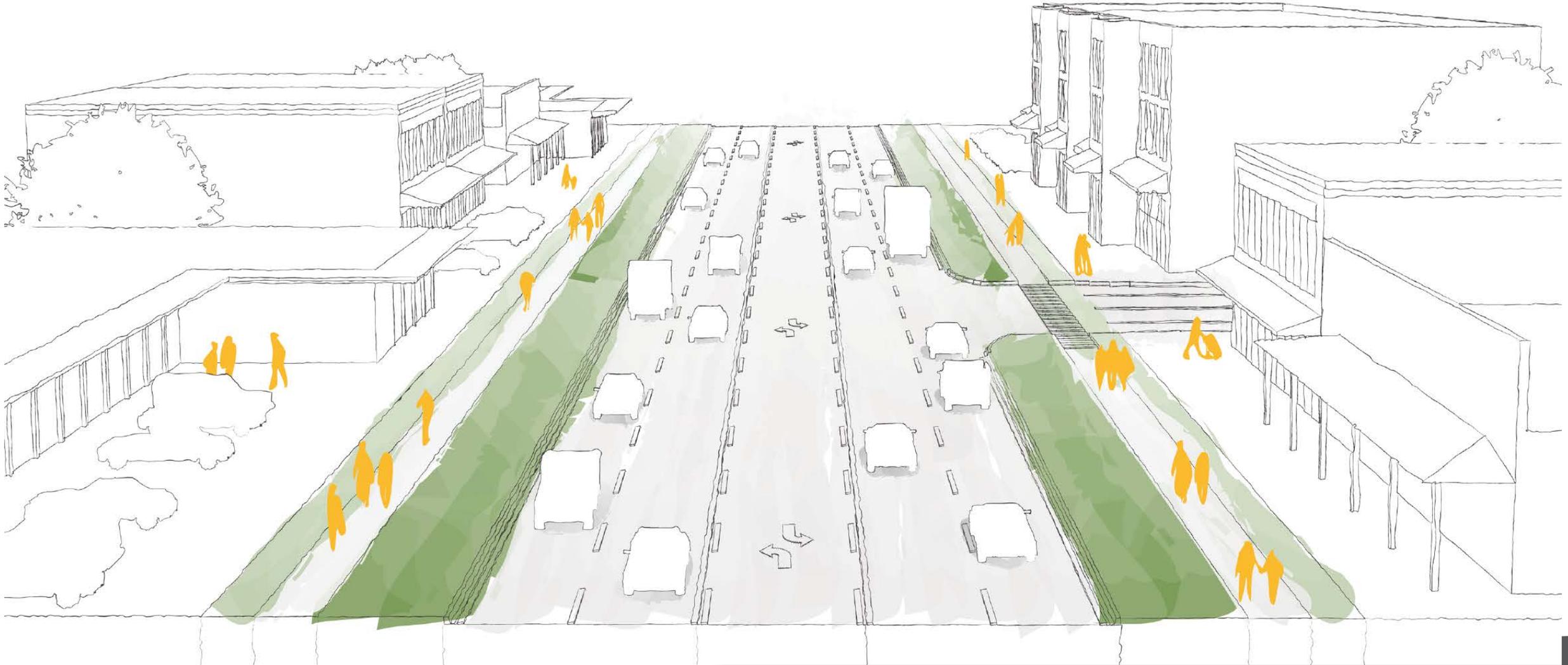
- Selection of areas based upon commonality of available Right of Way
- Step 1
 - Analyze right-of-way widths by area
 - Establish segments based on general right-of-way widths
 - Determine potential transitway options
 - At-Grade
 - Elevated
 - Cut and Cover
 - Tunnel
 - Identify potential station options



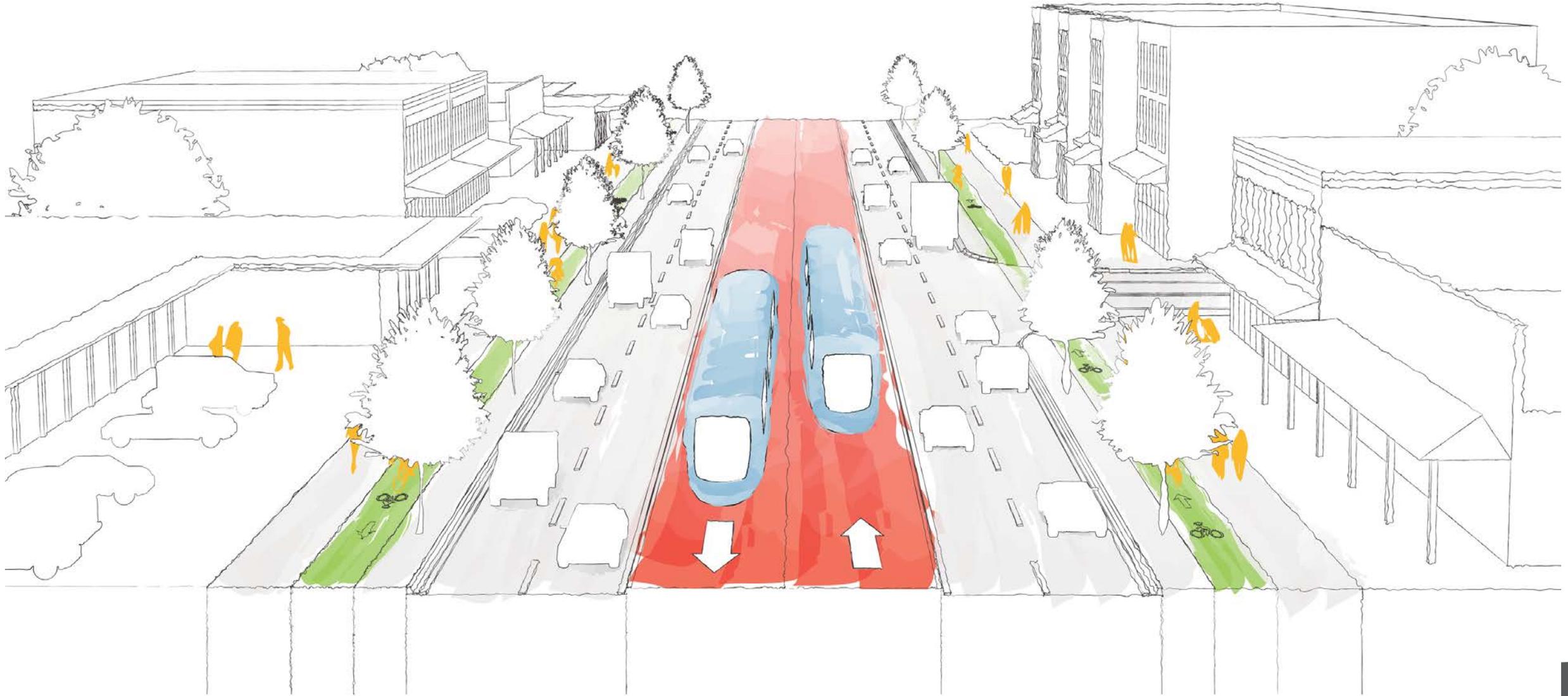
EXAMPLE: ORANGE LINE SEGMENT 6

- Evaluation to be based on available Right of Way
- Example segment has sufficient ROW to allow At-Grade with minimal trade-offs

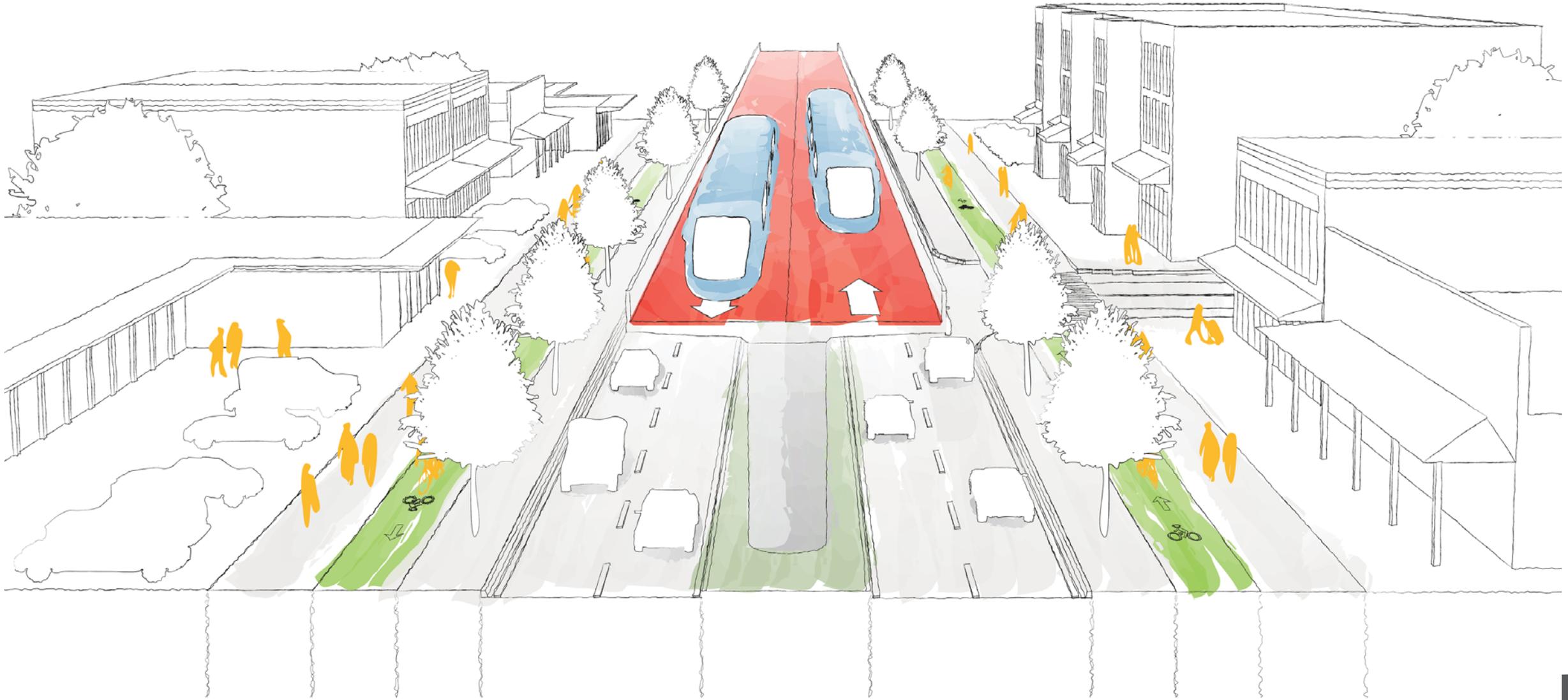




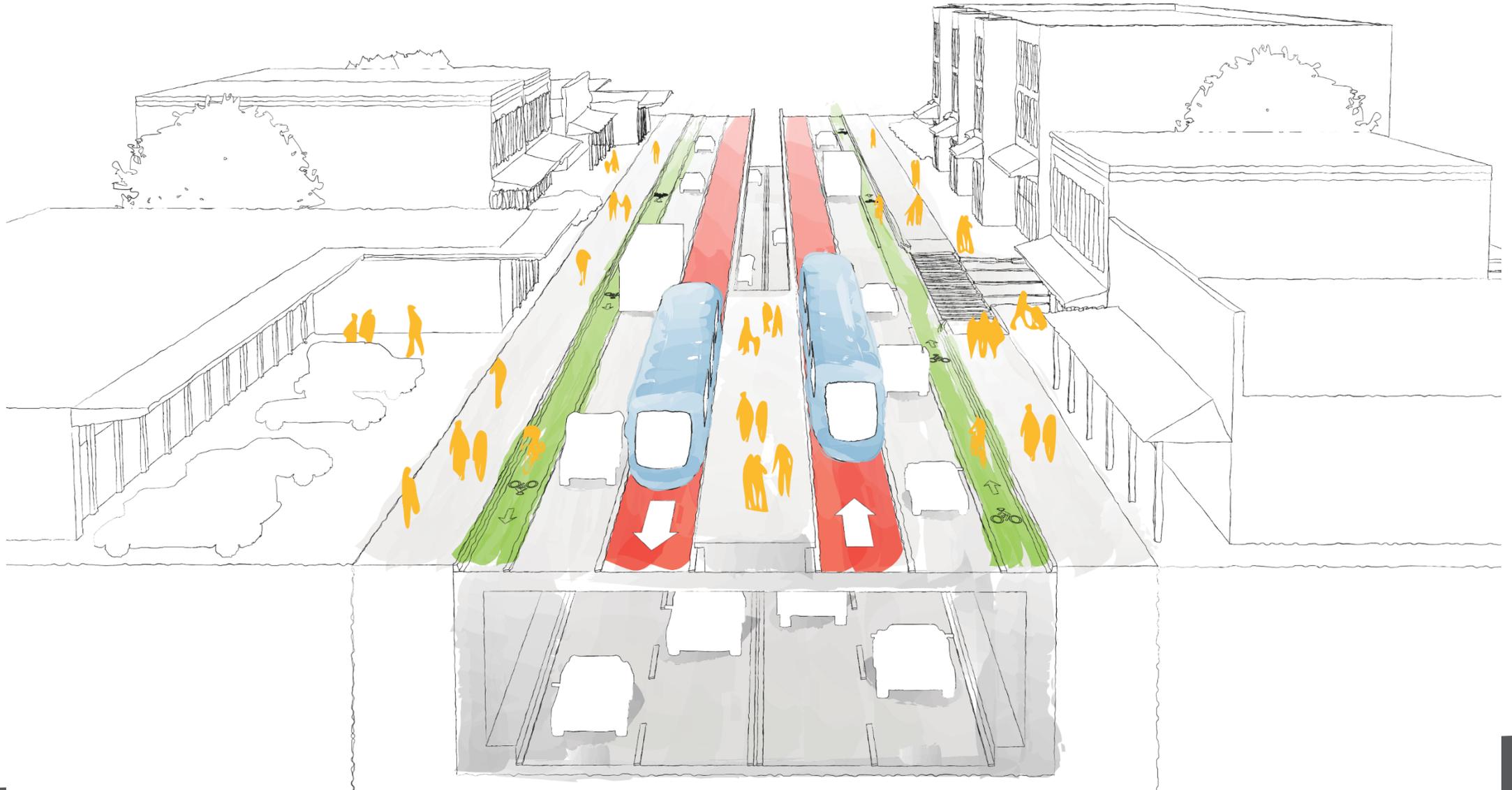
EXAMPLE OF GERNATIC DEDICATED SURFACE TRANSITWAY



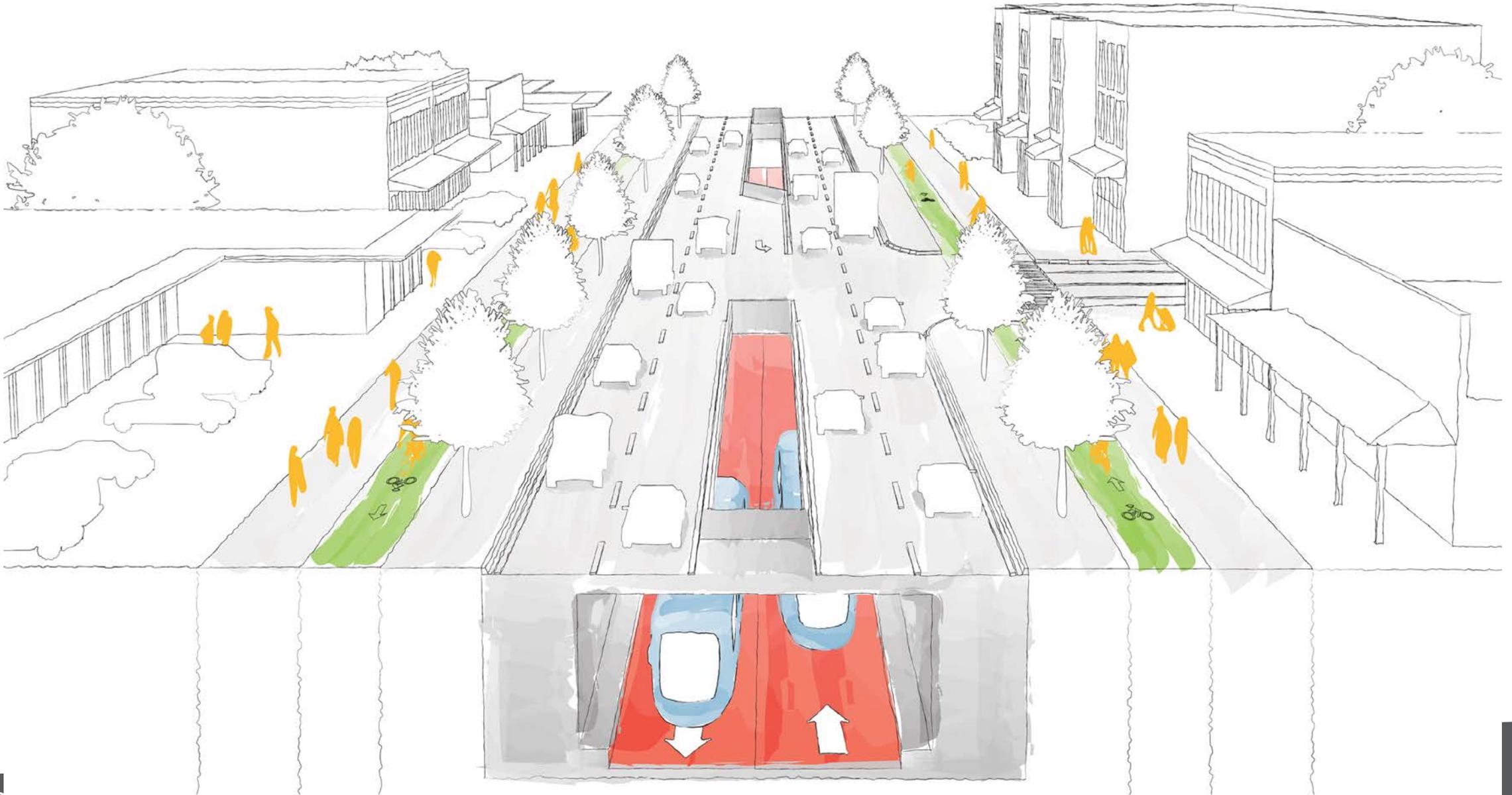
EXAMPLE OF GENERIC ELEVATED TRANSITWAY



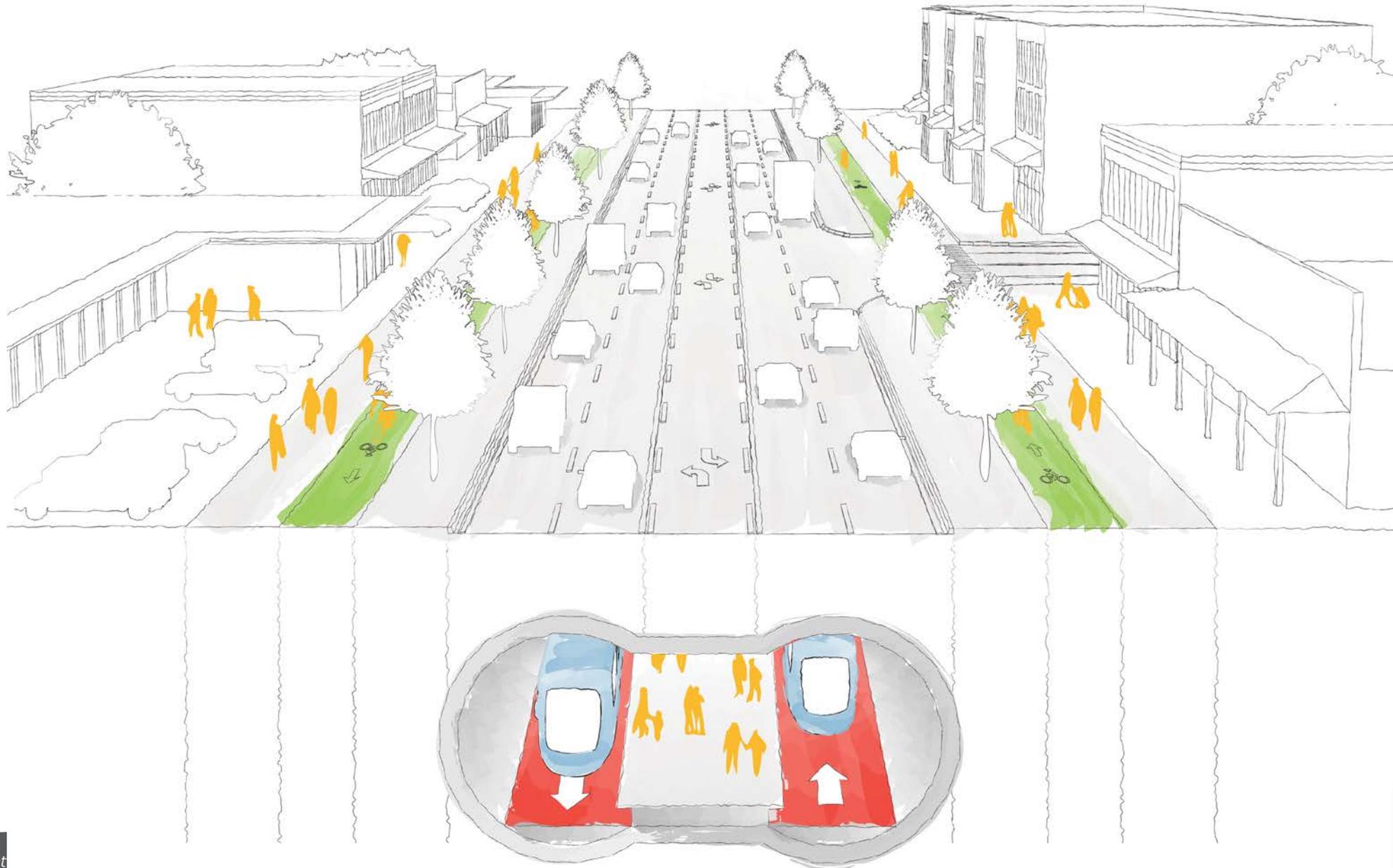
EXAMPLE OF GENERIC CUT + COVER TRANSITWAY AT-GRADE AND VEHICLES UNDERGROUND



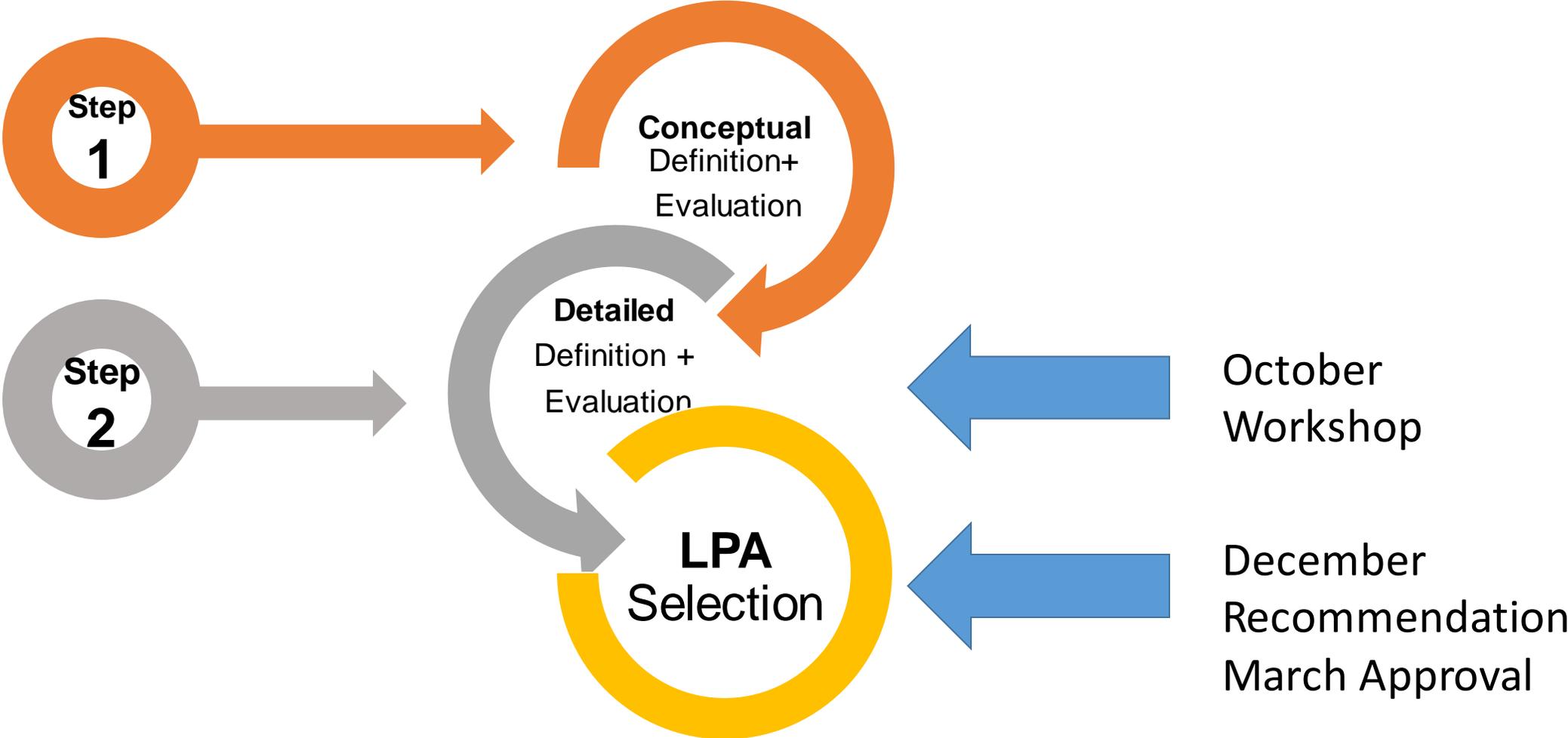
EXAMPLE OF GENERIC CUT + COVER TRANSITWAY UNDERGROUND AND VEHICLES AT-GRADE



EXAMPLE OF GENERIC BORE TUNNEL TRANSITWAY BELOW GROUND



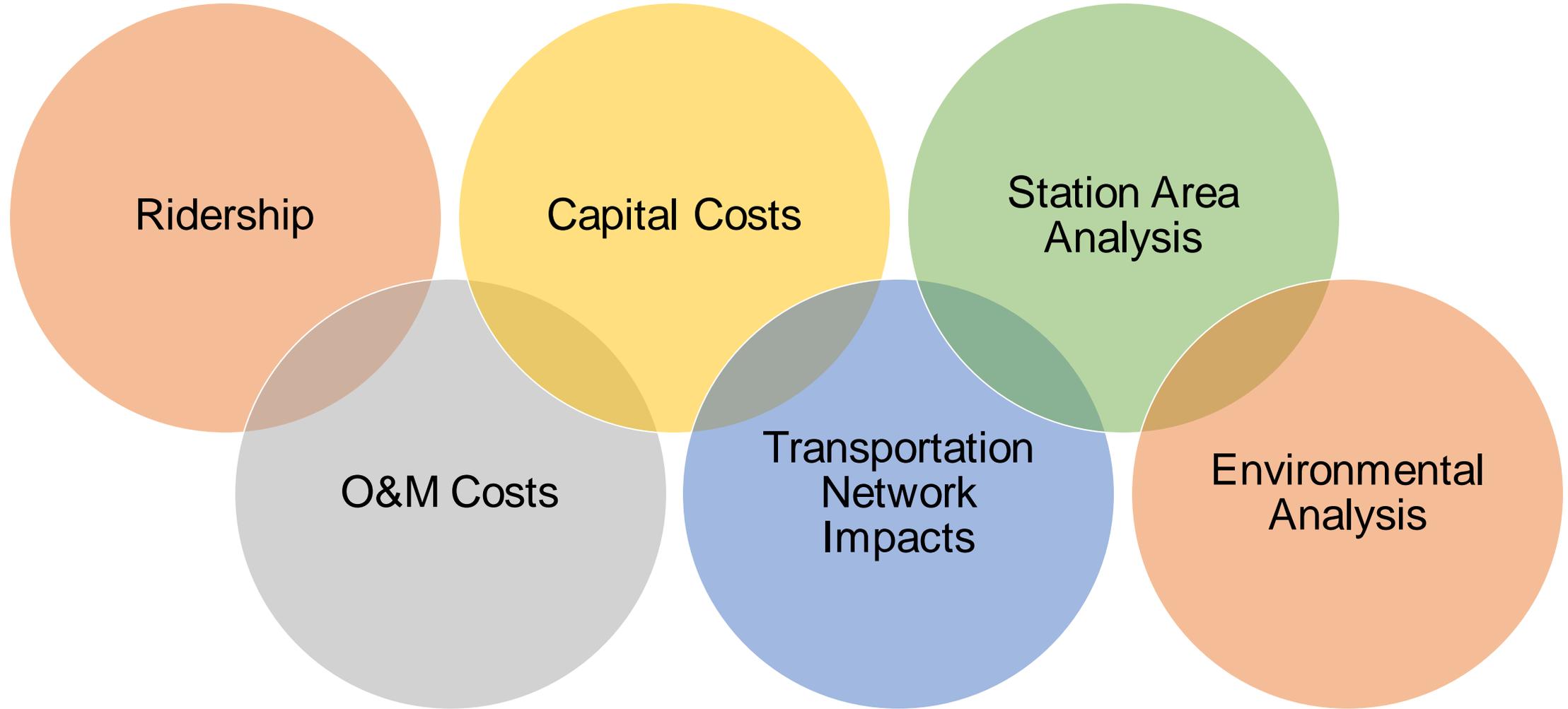
STEP 2 TO LOCALLY PREFERRED ALTERNATIVE



DEFINING THE DETAILED ALTERNATIVES

- Step 2
 - Outcome of the Detailed Definition
 - Transitway segment type
 - Mode selection
 - Corresponding grade for segment by mode

STEP 2: GENERATING THE DATA FOR THE DETAILED EVALUATION



SELECTING THE LPA

- Generate **defensible** data
- Isolate **key differentiators** to drive decision-making
 - Balance of benefits and impacts
 - Traffic impacts: how much does this improve mobility?
 - Cost: Federal vs non-federal?
 - Long-term operation & maintenance cost?
 - Total cost of ownership?
 - Ridership: How many are going to ride?
 - Clearly explain tradeoffs
- Execute **transparent** process
 - Demonstrate how engagement shaped design

Questions?