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# WELCOME

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# WHAT IS LIGHT RAIL

- Light rail is an electric train system used in metropolitan areas
- The "light" in light rail refers to its smaller size, compared to larger trains such as the Red Line
- Light rail is part of the overall transit network, connecting people to key destinations where they live, work and play

## ARTIST REPRESENTATIONS



Light Rail Vehicle



Light Rail Vehicle Interior



Guadalupe Street at UT Austin, 'The Drag'



Multi-Modal Connectivity



Station View at Pleasant Valley

## PRECEDENTS



Paris, France



Portland, Oregon



Sydney, Australia



Seattle, Washington



Ontario, Canada

# THE PURPOSE AND NEED



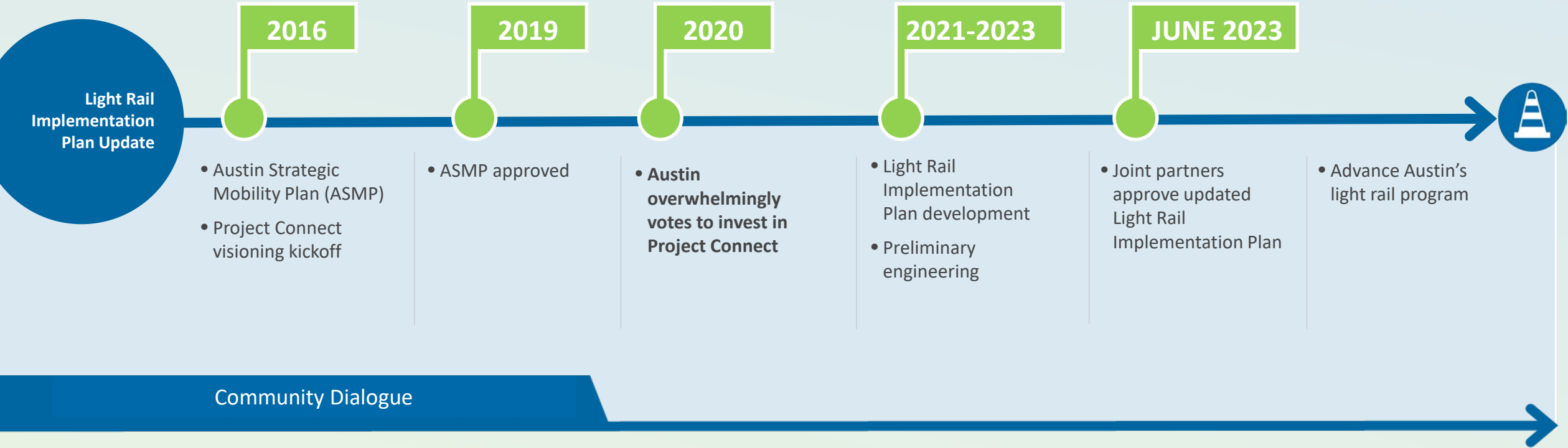
Sustainably support Austin's population and economic growth

Increase transportation network capacity to meet increasing travel demand

Improve transit access between affordable housing and jobs

Support growth of and connectivity to regional activity centers

# AUSTIN'S PATH TO LIGHT RAIL





# WHAT IS THE AUSTIN TRANSIT PARTNERSHIP?



Austin Transit Partnership Staff

- Delivering Austin's first light rail project
- Conducting research to bring light rail options to the public
- Evaluating your feedback and incorporating it into the light rail program
- Prioritizing equity, sustainability and transparency
- Committed to meeting voters' goals and honoring Austin's values

# KEY CHARACTERISTICS

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Mobility



Affordability



Connectivity



Sustainability

# MEASURES AND VALUES

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Financial Viability



Technical Feasibility

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Federal Transit Administration (FTA) Criteria for Federal Funding



Planning Data



Community Values



Connects with Austin's Current and Future Transit System



# PLANNING DATA



Austin, TX



Phoenix, AZ



Ascension Seton, Austin, TX



Baty Elementary School, Austin, TX



Traffic on I-35, Austin, TX



Republic Square, Austin, TX



HACA Lakeside, Austin, TX



Austin, TX



# AUSTIN'S LIGHT RAIL MAINTENANCE FACILITY

A **Maintenance Facility** is needed to:

- Ensure light rail vehicles are properly maintained and stored
- House operations that maintain the light rail corridors along with control and dispatch activities



RTD Light Rail Maintenance Facility –  
Regional Transportation District, Denver, CO



Operations & Maintenance Facility  
East – Sound Transit, Bellevue, WA



Light Rail Operations Facility –  
Houston Metro, Houston, TX



Operations & Maintenance Facility –  
Metro Transit, Minneapolis, MN



Interior Cleaning - Metro Transit,  
Minneapolis, MN

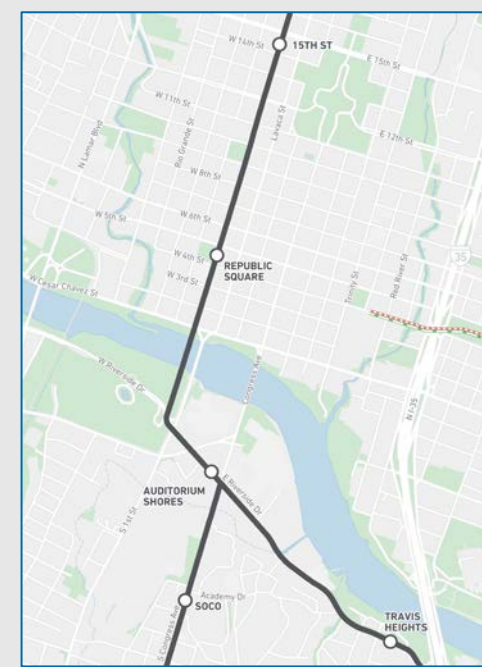
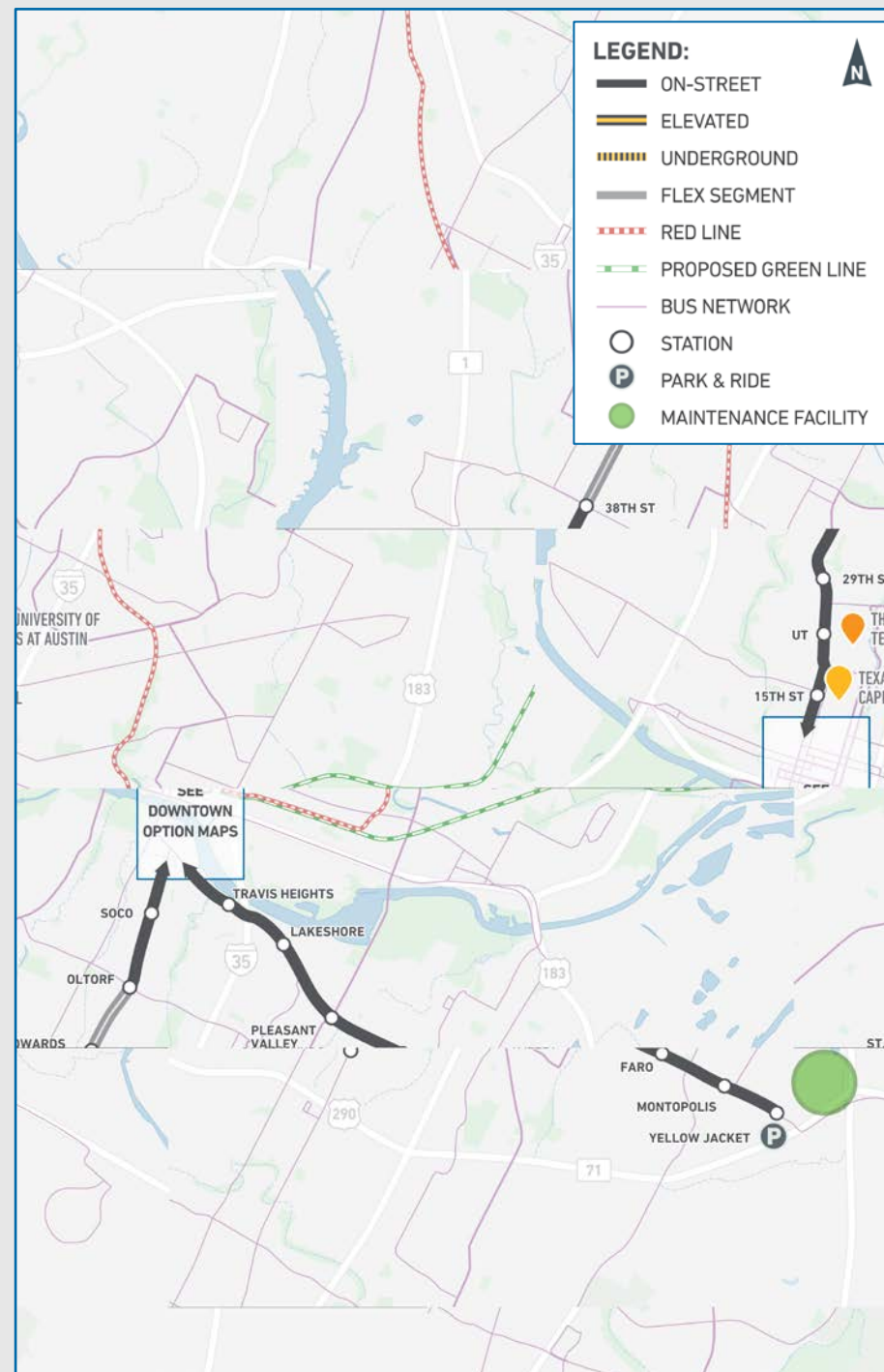


Operations & Maintenance Facility East –  
Sound Transit, Bellevue, WA

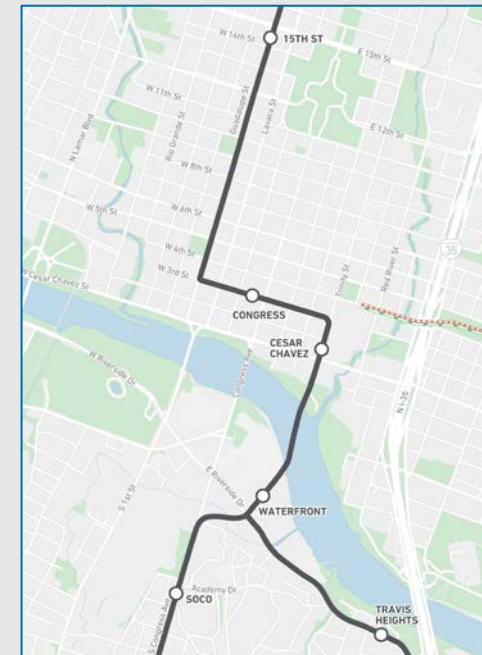
# ON-STREET: 38TH TO OLTORF TO YELLOW JACKET

## DESCRIPTION

- On-street from 38th St. on Guadalupe St. to Oltorf St. on S Congress Ave. and Yellow Jacket Ln. on E Riverside Dr.
- Potential to extend endpoints to 45th St. to the north or St. Edwards Dr. to the south
- Lady Bird Lake crossing options at S 1st St. or Trinity St.



S 1st St. Crossing Option



Trinity St. Crossing Option



# ON-STREET: 38TH TO OLTORF TO YELLOW JACKET

## STATS



9.4-9.8

MILES OF NEW  
LIGHT RAIL



14-15

LIGHT RAIL  
STATIONS

AVERAGE NUMBER OF DAILY RIDERS SERVED



5,000 RIDERS

AFFORDABLE HOUSEHOLDS SERVED



1,500 HOMES

## OBSERVATIONS

- Light rail runs on dedicated travel lanes and therefore provides greater reliability
- Longer option; includes north, east and south coverage
- On-street light rail interacts with drivers, bicyclists and pedestrians
- Requires significant utility relocations and mitigations for park property and floodplain impacts
- Light rail trench on Guadalupe St. between 7th and 9th St. requires closing 8th St. due to grade (hill)
- Allows for future system expansion, including platforms

## CHARACTERISTICS



MOBILITY AND  
CUSTOMER EXPERIENCE



ACCESS TO  
OPPORTUNITIES



ENVIRONMENTAL  
BENEFITS



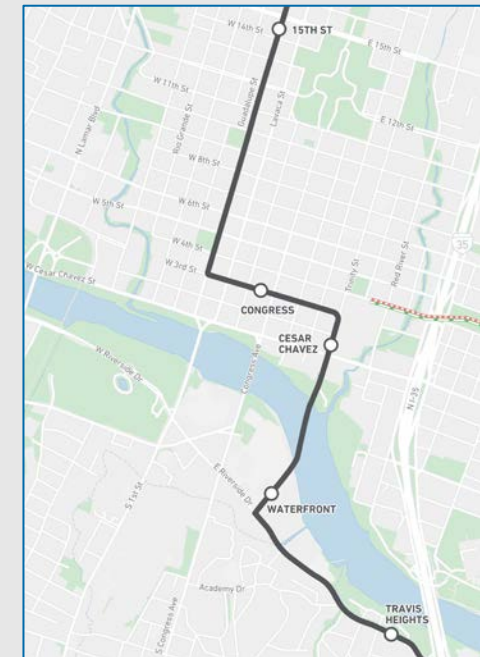
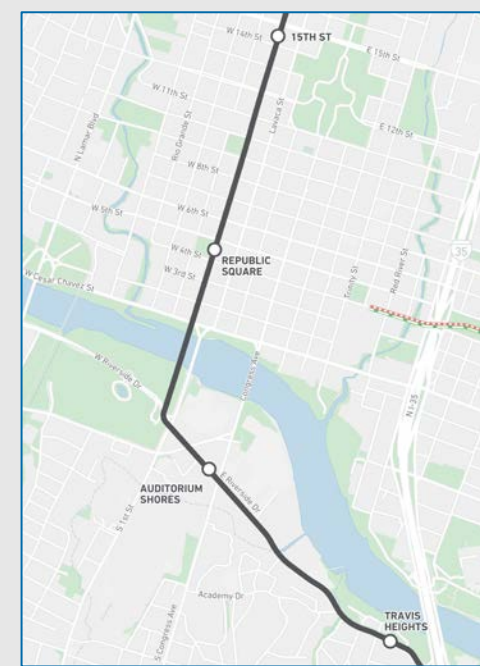
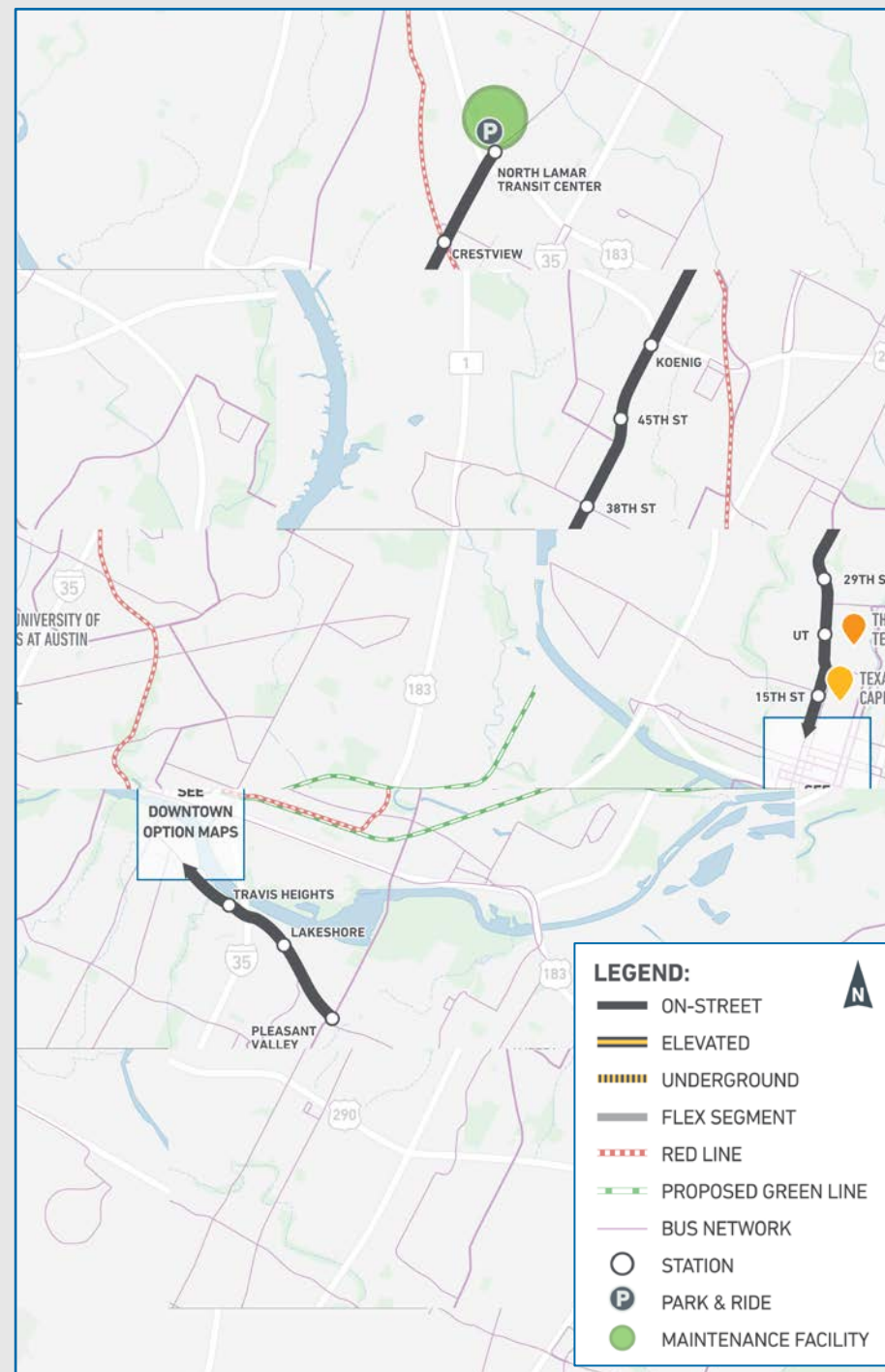
LAND USE AND HOUSING



# ON-STREET: NORTH LAMAR TO PLEASANT VALLEY

## DESCRIPTION

- On-street from North Lamar Transit Center on N Lamar Blvd. to Pleasant Valley Rd. on E Riverside Dr.
- Lady Bird Lake crossing options at S 1st St. or Trinity St.





# ON-STREET: NORTH LAMAR TO PLEASANT VALLEY

## STATS



9.6-9.8

MILES OF NEW  
LIGHT RAIL



13-14

LIGHT RAIL  
STATIONS

AVERAGE NUMBER OF DAILY RIDERS SERVED



5,000 RIDERS

AFFORDABLE HOUSEHOLDS SERVED



1,500 HOMES

## OBSERVATIONS

- Light rail runs on dedicated travel lanes and therefore provides greater reliability
- Longer option; includes north and east coverage
- On-street light rail interacts with drivers, bicyclists and pedestrians
- Greater connections to existing transit
- Requires significant utility relocations and mitigations for park property and floodplain impacts
- Light rail trench on Guadalupe St. between 7th and 9th St. requires closing 8th St. due to grade (hill)
- Provides for connection to Red Line at Crestview and would require grade separation
- Provides access to North Lamar Transit Center, but would require construction in state-owned right of way
- Allows for future system expansion, including platforms

## CHARACTERISTICS



MOBILITY AND  
CUSTOMER EXPERIENCE



ACCESS TO  
OPPORTUNITIES



ENVIRONMENTAL  
BENEFITS



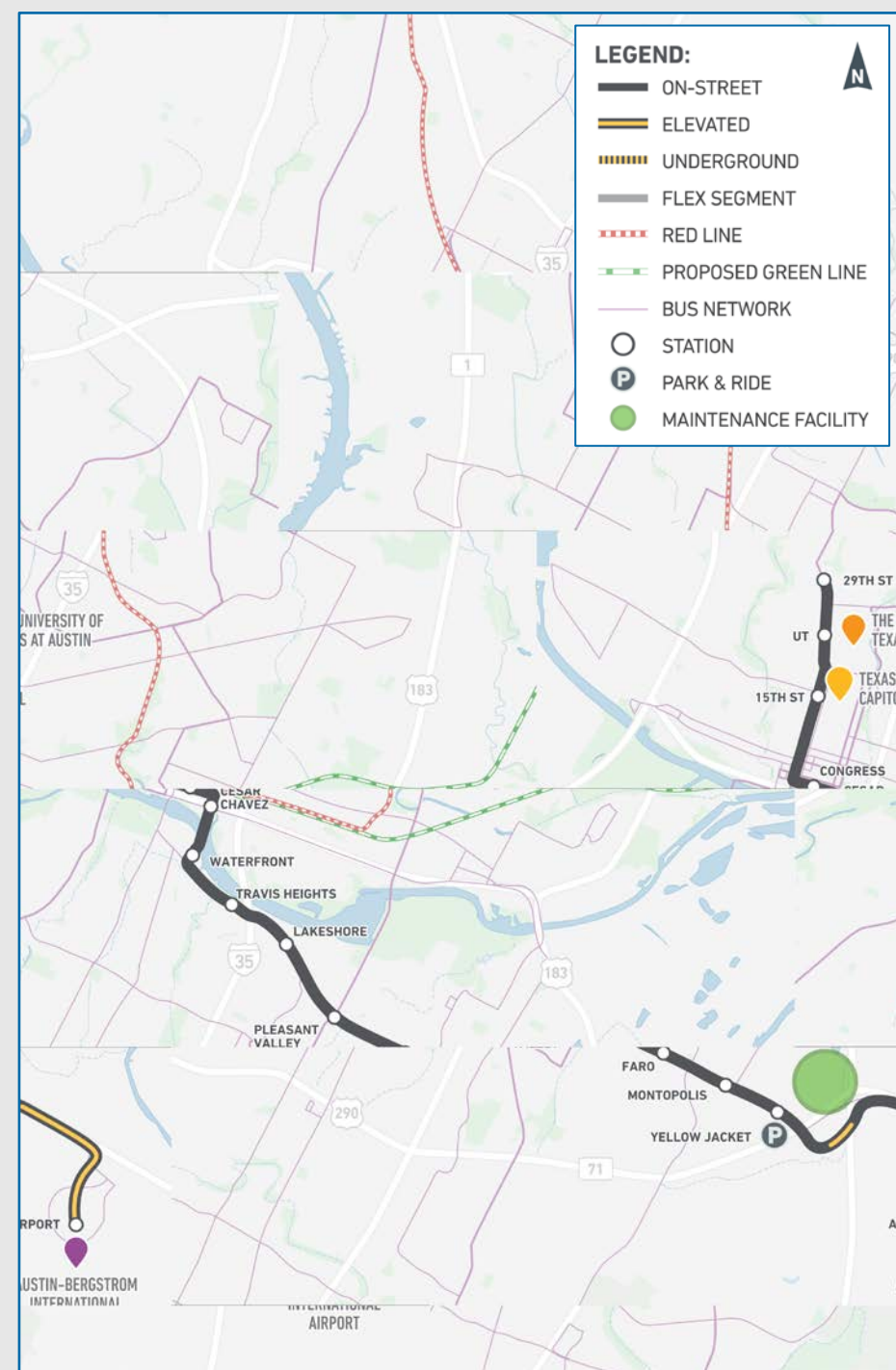
LAND USE AND HOUSING



# ON-STREET: 29TH TO AIRPORT

## DESCRIPTION

- On-street from 29th St. on Guadalupe St. to east of Yellow Jacket Ln. on E Riverside Dr.
- Mainly elevated from SH 71 to Austin-Bergstrom International Airport
- Lady Bird Lake crossing at Trinity St.



# ON-STREET: 29TH TO AIRPORT

## STATS



10.1

MILES OF NEW  
LIGHT RAIL



13

LIGHT RAIL  
STATIONS

AVERAGE NUMBER OF DAILY RIDERS SERVED



5,000 RIDERS

AFFORDABLE HOUSEHOLDS SERVED



1,500 HOMES

## OBSERVATIONS

- Light rail runs on dedicated travel lanes and therefore provides greater reliability
- Longer option; Includes north and east coverage
- Provides one-seat ride connecting airport to downtown
- On-street light rail interacts with drivers, bicyclists and pedestrians
- Requires significant utility relocations and mitigations for park property and floodplain impacts
- Light rail trench on Guadalupe St. between 7th and 9th St. requires closing 8th St. due to grade (hill)
- Allows for future system expansion, including platforms

## CHARACTERISTICS



MOBILITY AND  
CUSTOMER EXPERIENCE



ACCESS TO  
OPPORTUNITIES



ENVIRONMENTAL  
BENEFITS



LAND USE AND HOUSING





# ON-STREET DOWNTOWN IMAGES

## ARTIST REPRESENTATIONS



Guadalupe St. at Republic Square - Looking North



E 3rd St. and San Jacinto Boulevard - Looking West



Aerial View South of River - Looking North



South of River at S Congress Avenue - Looking North



Station View at West Riverside Drive

## PRECEDENTS



Sydney, Australia



Paris, France



Sydney, Australia



Jerusalem, Israel



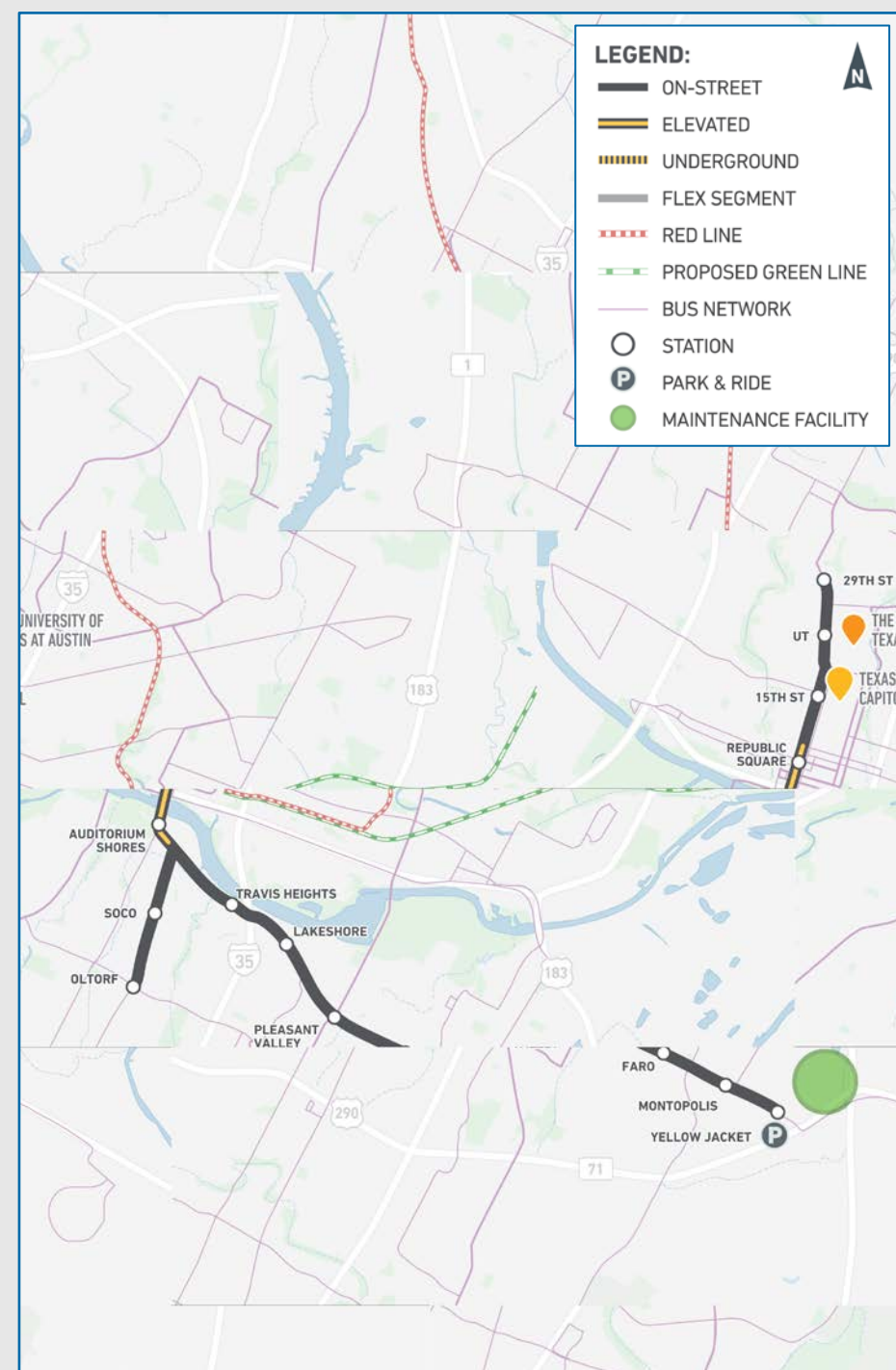
Portland, Oregon



# PARTIAL ELEVATED: 29TH TO OLTORF TO YELLOW JACKET

## DESCRIPTION

- On-street from 29th St. on Guadalupe St. to south of 8th St.
- Elevated from south of 8th St. on Guadalupe St. to east of Auditorium Shores with elevated stations
- On-street from east of Auditorium Shores to Oltorf St. on S Congress Ave. and Yellow Jacket Ln. on E Riverside Dr.
- Lady Bird Lake crossing at S 1st St.



# PARTIAL ELEVATED: 29TH TO OLTORF TO YELLOW JACKET

## STATS



8.7

MILES OF NEW  
LIGHT RAIL



13

LIGHT RAIL  
STATIONS

AVERAGE NUMBER OF DAILY RIDERS SERVED



5,000 RIDERS

AFFORDABLE HOUSEHOLDS SERVED



1,500 HOMES

## OBSERVATIONS

- Light rail runs on dedicated travel lanes and therefore provides greater reliability
- Includes north, east and south coverage
- Provides some separation with drivers, bicyclists and pedestrians downtown south of 8th St.
- Increases service reliability and provides shorter travel times in elevated sections
- Reduces utility, parkland, floodplain, and right of way impacts due to elevation of light rail guideway
- Elevated structure will be visible from different parts of downtown and south of Lady Bird Lake
- Elevated stations would require elevators, stairs and/or escalators for access

## CHARACTERISTICS



MOBILITY AND  
CUSTOMER EXPERIENCE



ACCESS TO  
OPPORTUNITIES



ENVIRONMENTAL  
BENEFITS



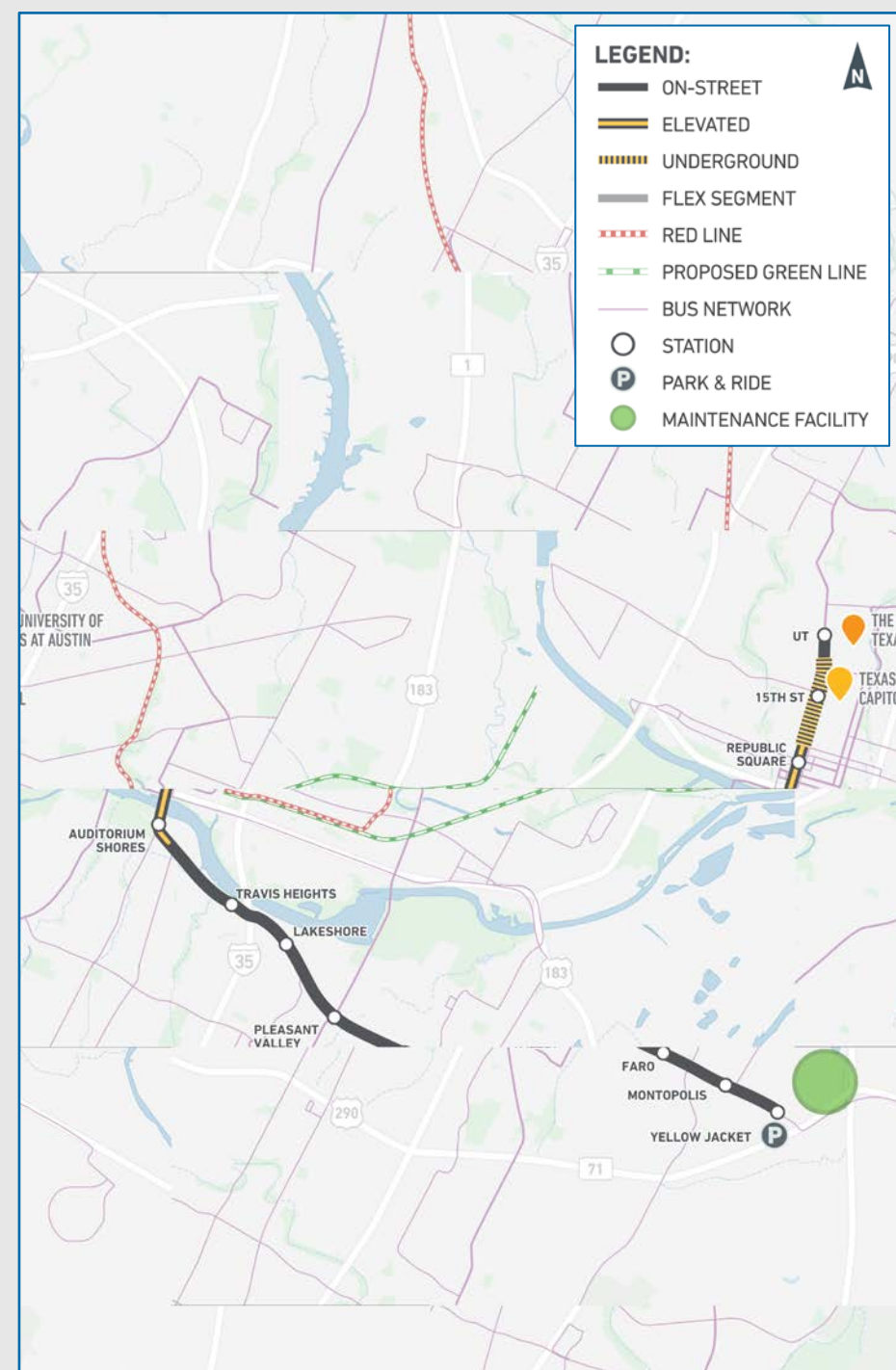
LAND USE AND HOUSING



# PARTIAL UNDERGROUND: UT TO YELLOW JACKET

## DESCRIPTION

- Underground from 20th St. on Guadalupe St. (UT) to south of 8th St. with one underground station
- Elevated from south of 8th St. on Guadalupe St. to east of Auditorium Shores with elevated stations
- On-street from east of Auditorium Shores to Yellow Jacket Ln. on E Riverside Dr.
- Lady Bird Lake crossing at S 1st St.



# PARTIAL UNDERGROUND: UT TO YELLOW JACKET

## STATS



6.6  
MILES OF NEW  
LIGHT RAIL



10  
LIGHT RAIL  
STATIONS

AVERAGE NUMBER OF DAILY RIDERS SERVED



5,000 RIDERS

AFFORDABLE HOUSEHOLDS SERVED



1,500 HOMES

## OBSERVATIONS

- Light rail runs on dedicated travel lanes and therefore provides greater reliability
- Higher potential for underground extensions in future phases
- Shortest option; includes north and east coverage
- Separates light rail from street traffic
- Increases service reliability and provides shorter travel times in underground and elevated sections
- Reduces right of way impacts in underground and elevated sections
- Lessens some parkland and floodplain issues
- Elevated structure will be visible from different parts of downtown and south of the river
- Underground and elevated stations would require elevators, stairs and/or escalators for access

## CHARACTERISTICS



MOBILITY AND  
CUSTOMER EXPERIENCE



ACCESS TO  
OPPORTUNITIES



ENVIRONMENTAL  
BENEFITS



LAND USE AND HOUSING





# PARTIAL ELEVATED DOWNTOWN IMAGES

## ARTIST REPRESENTATIONS



Guadalupe Street at Republic Square - Looking North



Guadalupe Street and West 4th Street - Looking South



Aerial View South of River - Looking North



South of River at South Congress Avenue - Looking North



Station View at Auditorium Shores

## PRECEDENTS



British Columbia, Canada



The Hague, Netherlands



Miami, Florida



Philadelphia, Pennsylvania



The Hague, Netherlands

# SHARE YOUR FEEDBACK



**SCAN THE QR  
CODE TO  
LEARN MORE**



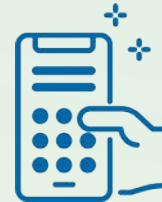
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