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# AUSTIN LIGHT RAIL UPDATE

CITY OF AUSTIN ENVIRONMENTAL COMMISSION  
APRIL 5, 2023

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# 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



# 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



Multi-Modal Connectivity



Station View at Pleasant Valley

## PRECEDENTS



Paris, France



Portland, Oregon



Sydney, Australia



Seattle, Washington



Ontario, Canada

# THE PURPOSE AND NEED



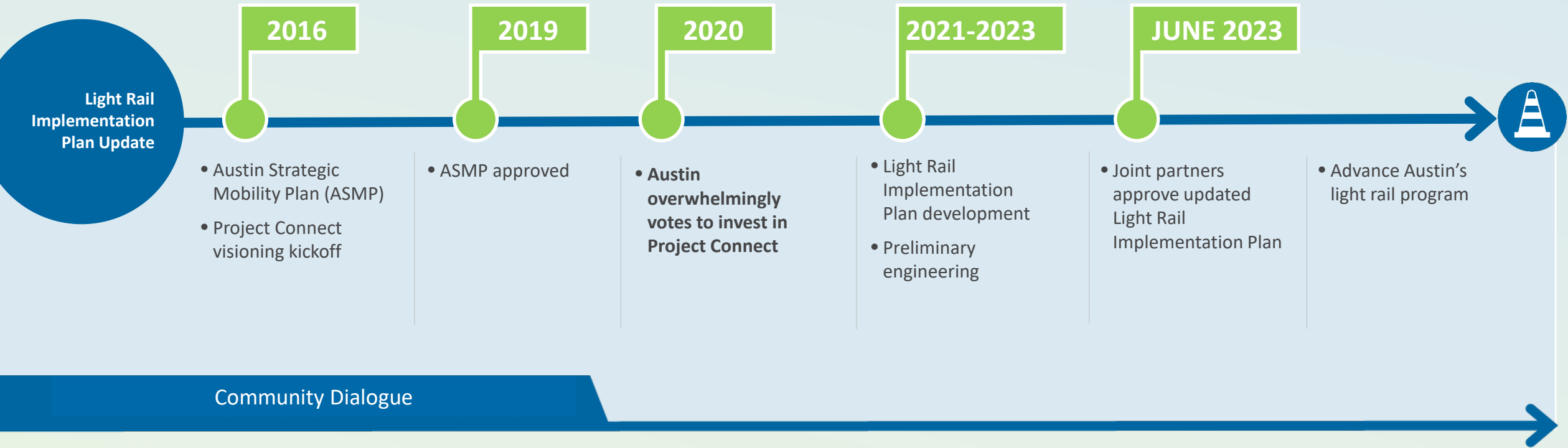
Sustainably support Austin's population and economic growth

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





# 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



Multimodal connectivity



Accessibility/Universal Design



Hospitals



Schools



Reduced Greenhouse Gas Emissions



Tree/floodplain impacts



Affordable Housing








# POPULATION DENSITY

Census 2020

## LEGEND

-  Station

 0.5 mi radius from station

 Study Area
- People per square mile

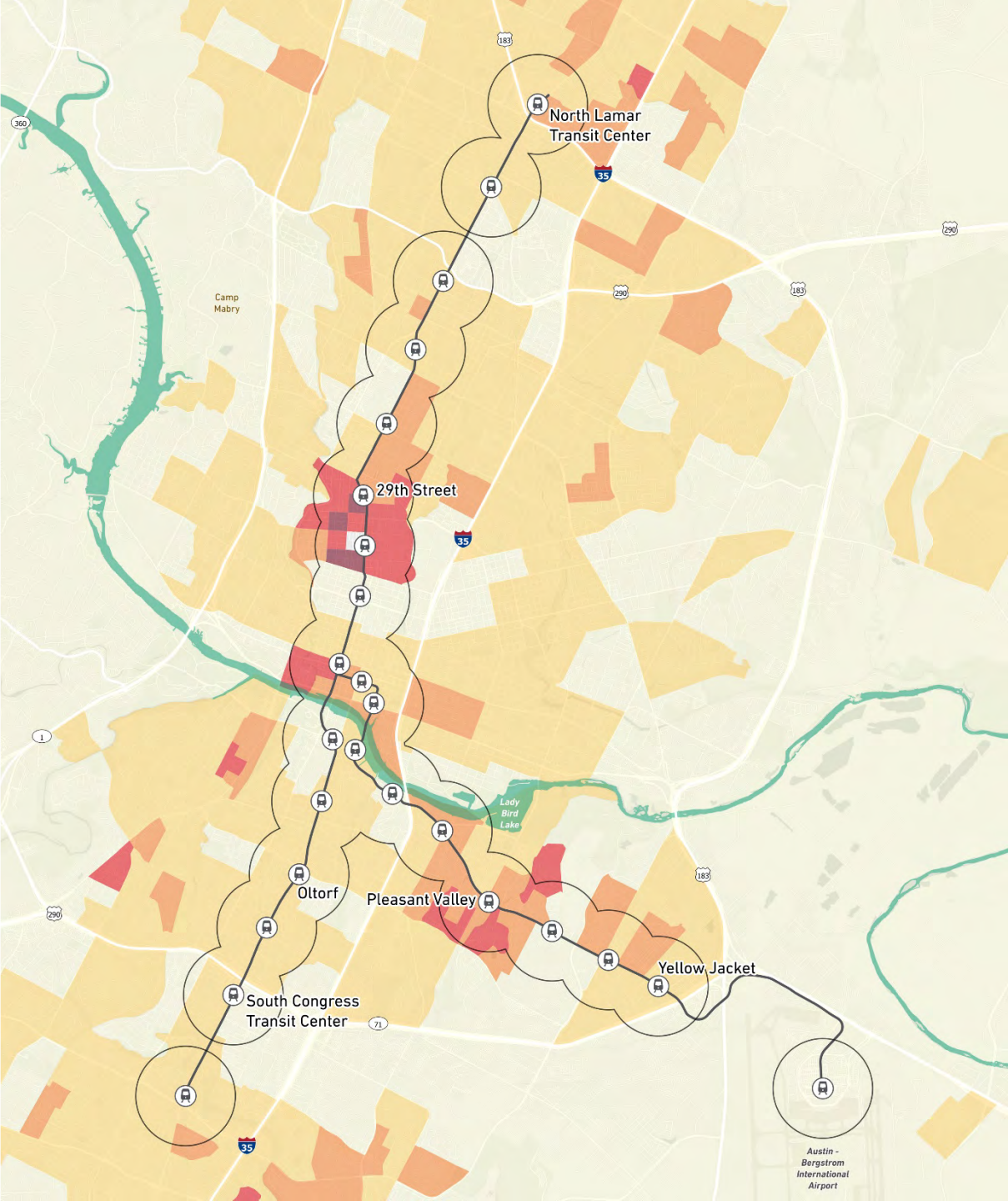
0 - 3,800

3,801 - 8,800

8,801 - 18,000

18,001 - 41,000

41,001 +







# BIPOC SHARE OF POPULATION


*Black, Indigenous, & People of Color*

Census 2020


LEGEND


 Station


 0.5 mi radius from station


 Study Area


BIPOC Share


 1 - 20%


 21 - 40%

 41 - 60%

 61 - 80%


 81 - 100%





AUSTIN  
TRANSIT  
PARTNERSHIP

CapMetro








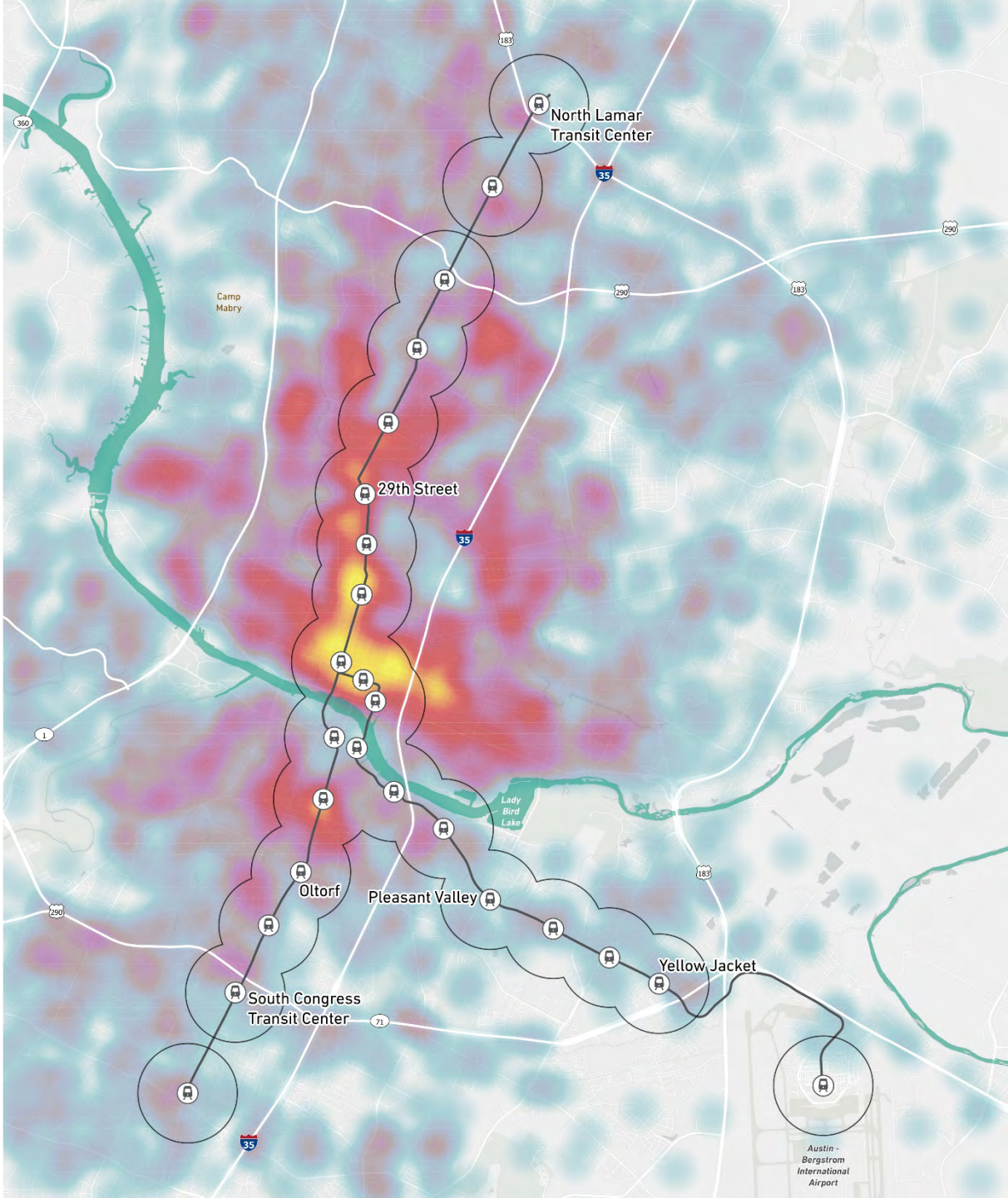
# CURRENT EMPLOYMENT DENSITY

Longitudinal  
Employer-Household  
Dynamics (LEHD) 2019

## LEGEND

-  Station
-  0.5 mi radius from station
-  Study Area

Employment  
Sparse  
Dense










# AFFORDABLE HOUSING


## City of Austin Comprehensive Affordable Housing Directory


### LEGEND



-  Station
-  0.5 mi radius from station
-  Study Area
- Affordable Housing Units

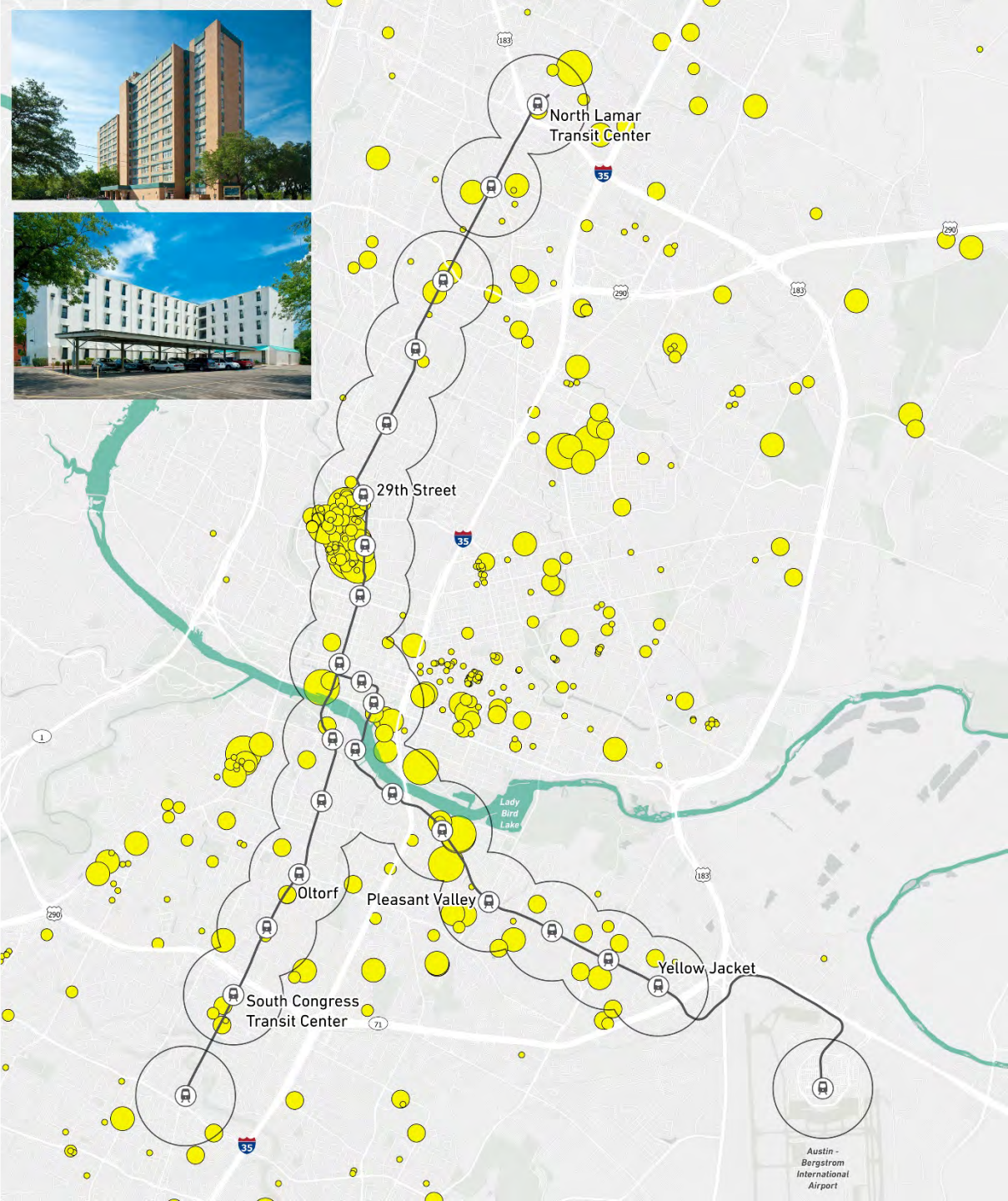
 1 - 50

 51 - 150

 151 - 250

 251 - 400

 401 +
- 





# TRANSIT CONNECTIONS

CapMetro

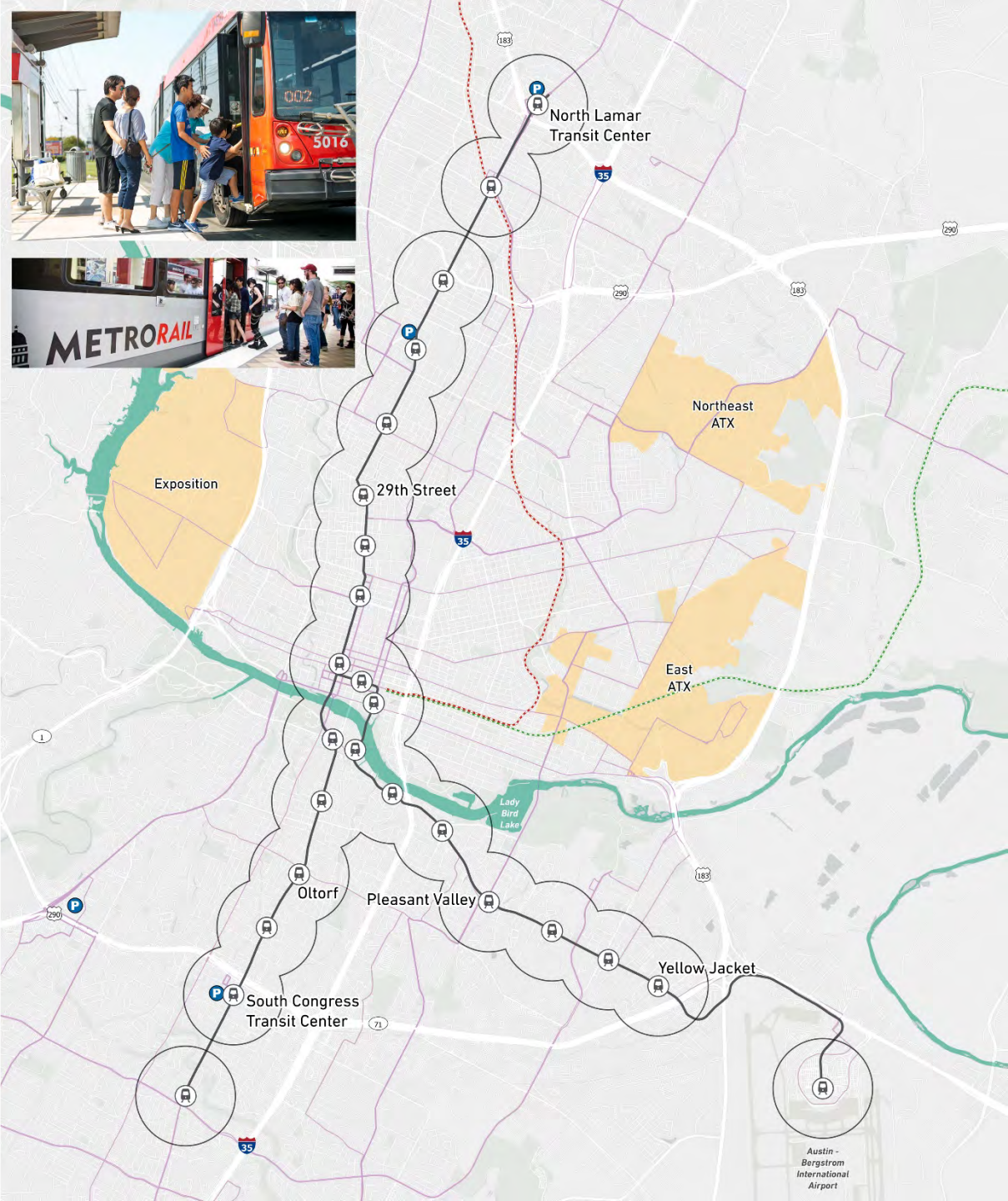
**LEGEND**

- Station
- 0.5 mi radius from station
- Study Area
- Park & Ride

**Transit Routes**

- Red Line
- Green Line (proposed)
- MetroRapid

**High Frequency MetroBus Pickup Service Zone**










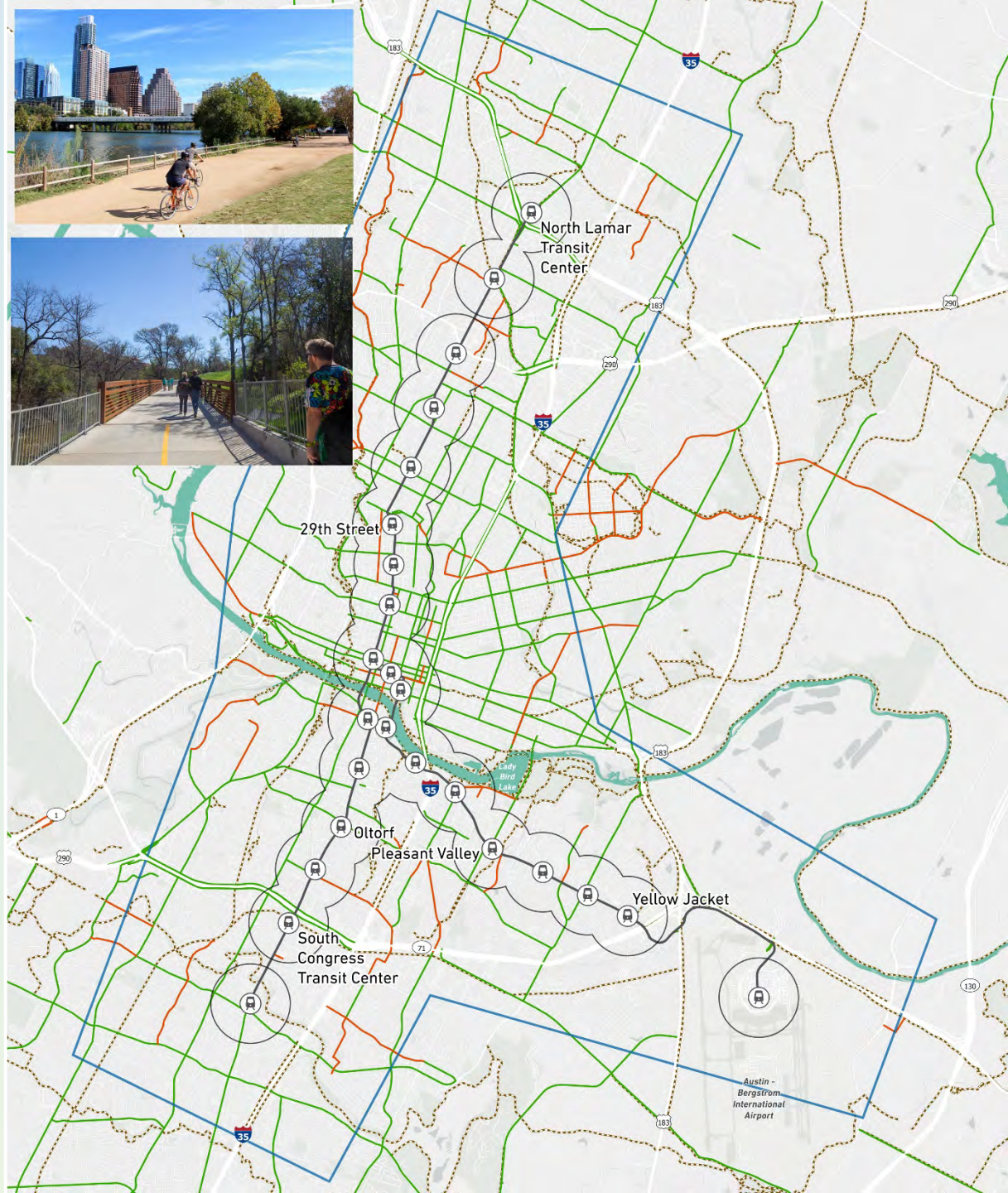


# TRAILS AND BIKE PATHS

## City of Austin Austin Strategic Mobility Plan (ASMP)

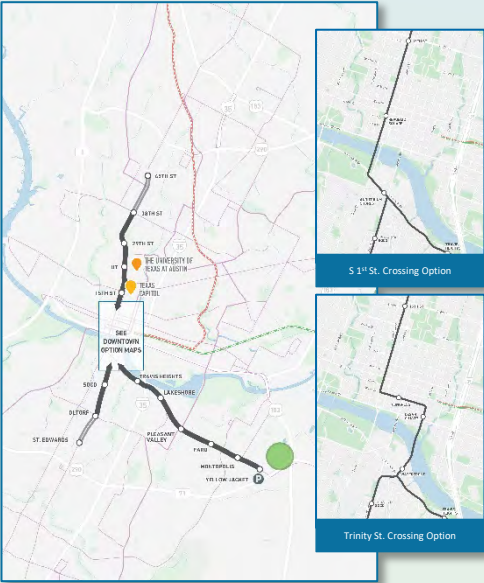
### LEGEND

-  Station
-  0.5 mi radius from station
-  Study Area
-  Station Bikeshed (approx 2 mi)
-  Existing Bike Paths
-  Future Bike Paths
-  Trails

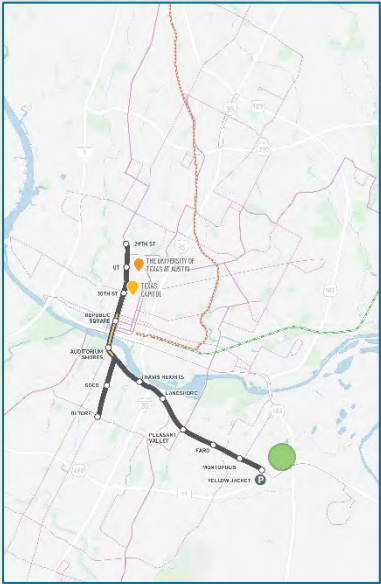




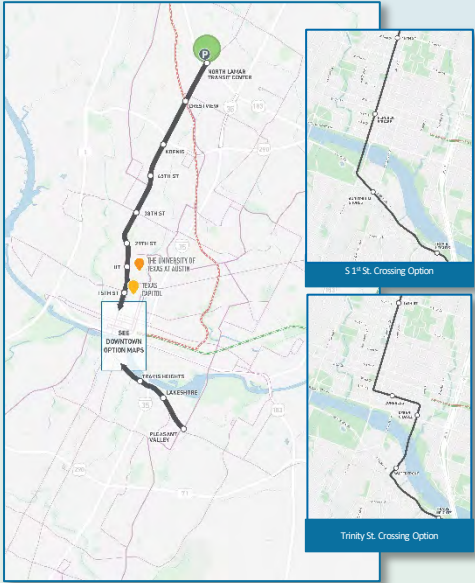
# OPTIONS



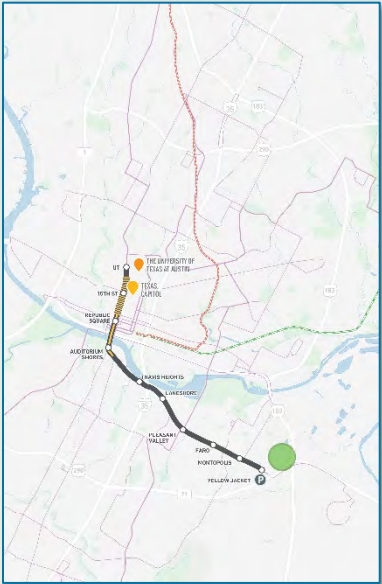
ON-STREET: 38TH TO OLTORF TO YELLOW JACKET



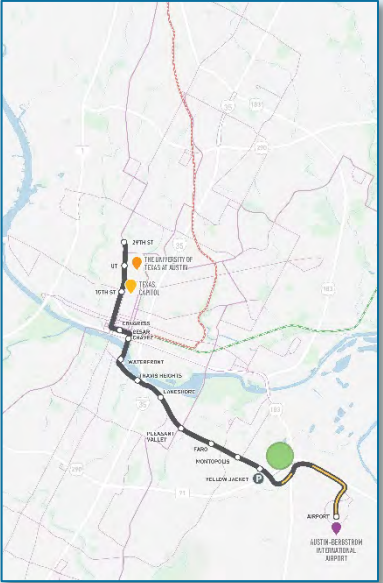
PARTIAL ELEVATED: 29TH TO OLTORF TO YELLOW JACKET



ON-STREET: NORTH LAMAR TO PLEASANT VALLEY



PARTIAL UNDERGROUND: UT TO YELLOW JACKET

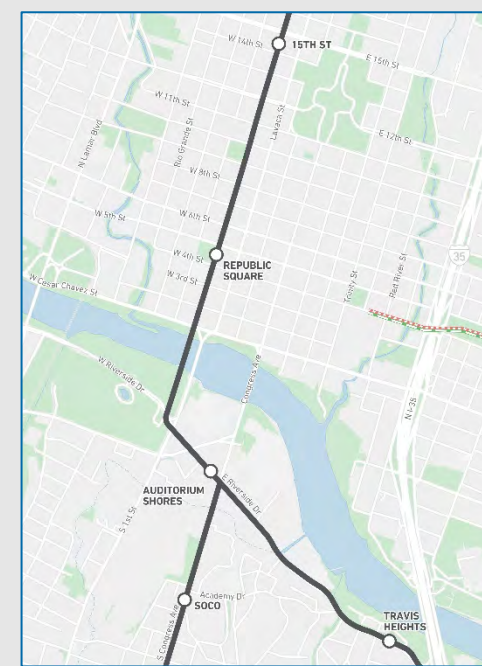
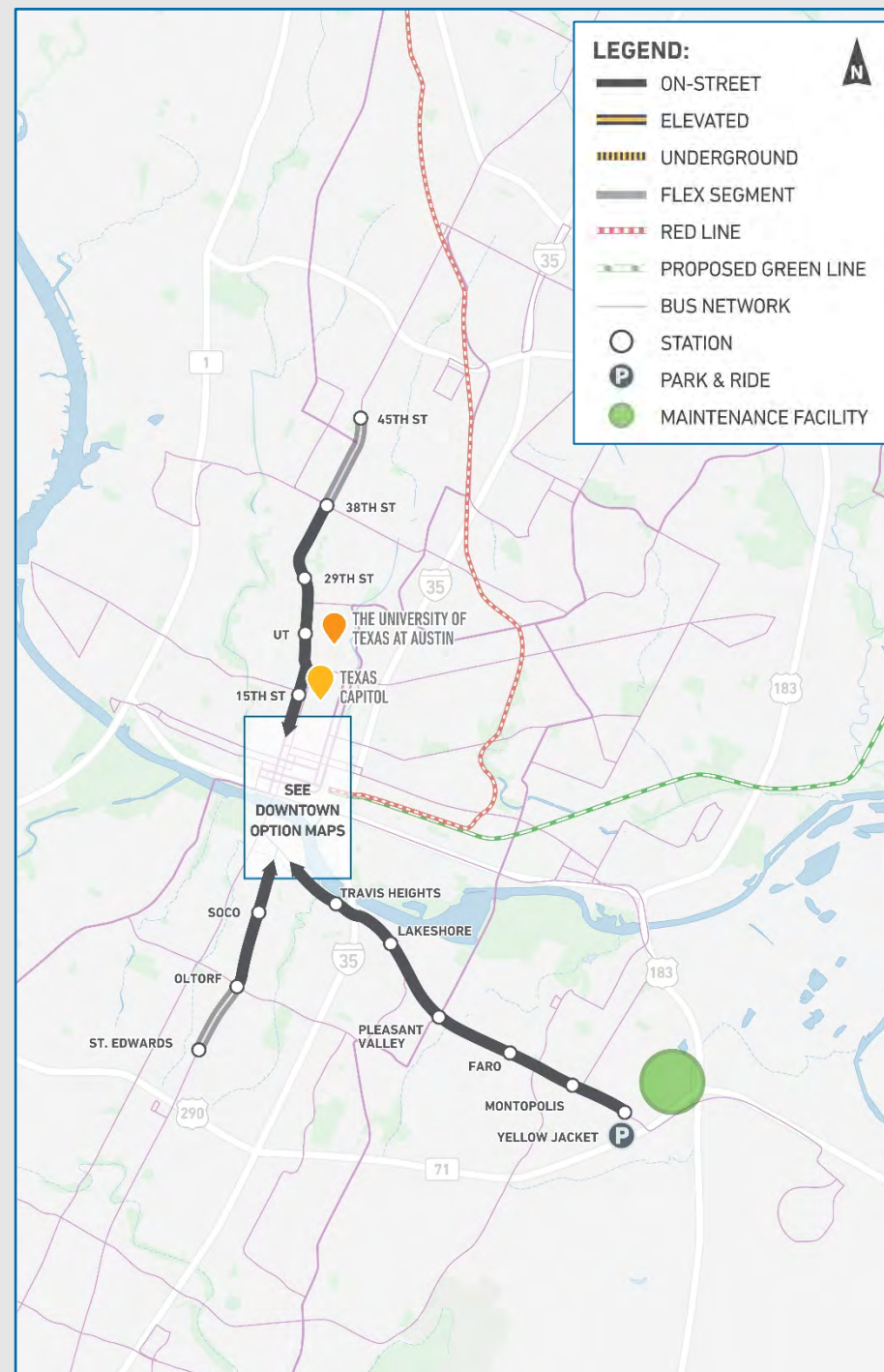


ON-STREET: 29TH TO AIRPORT

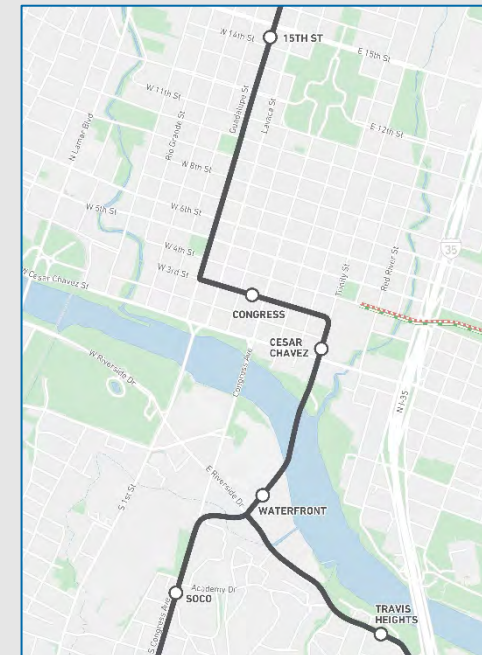


# ON-STREET: 38TH TO OLTORF TO YELLOW JACKET

- 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

# OF AFFORDABLE HOUSING UNITS\*



1,500 HOMES

*\*Subsidized*

## 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



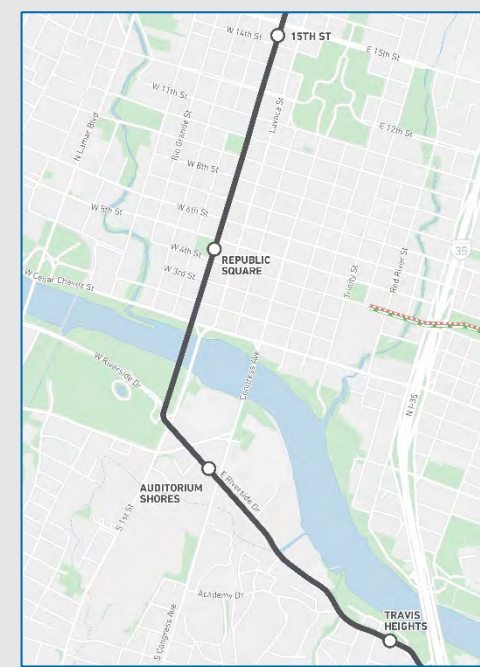
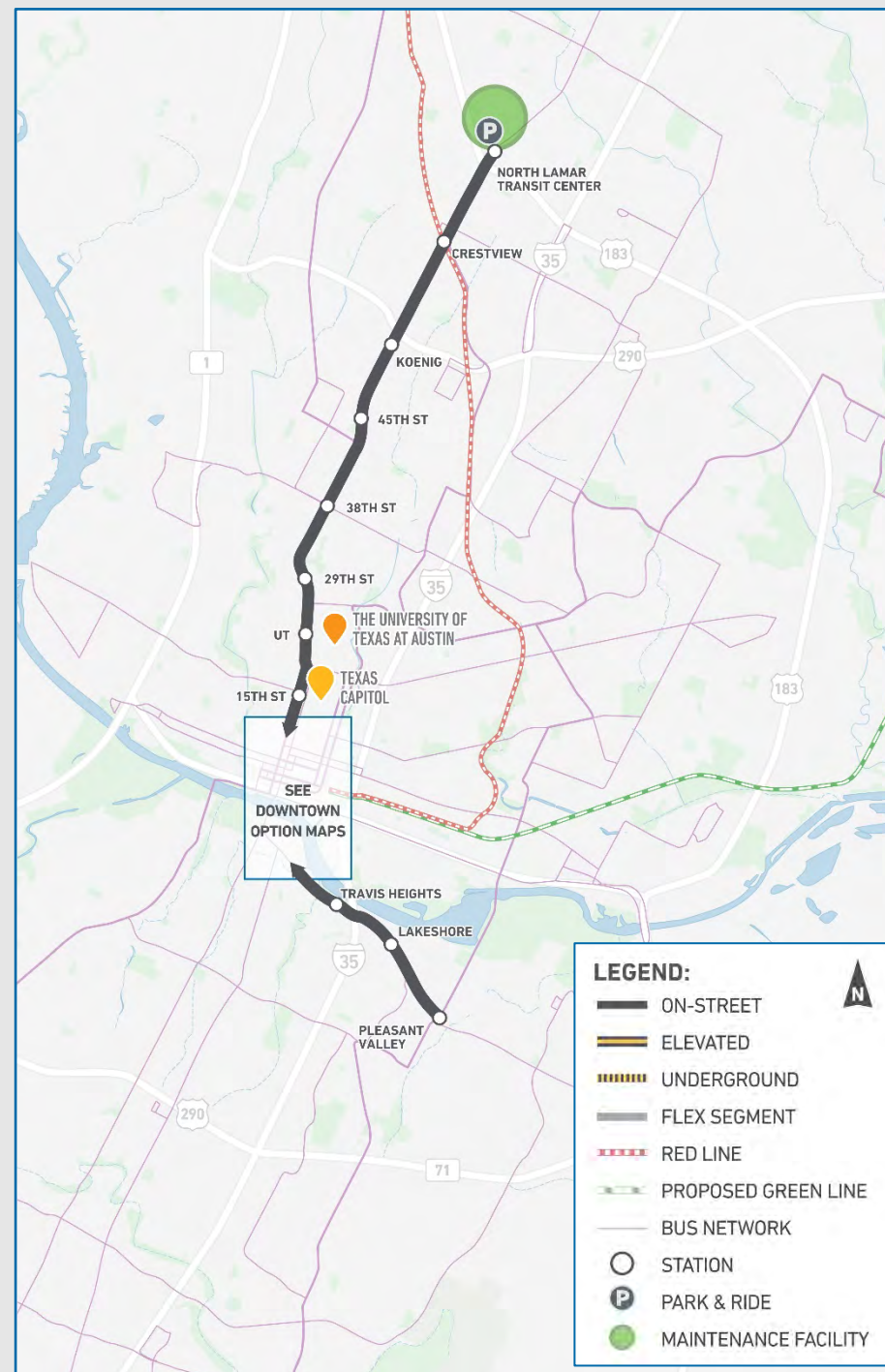
LAND USE AND HOUSING



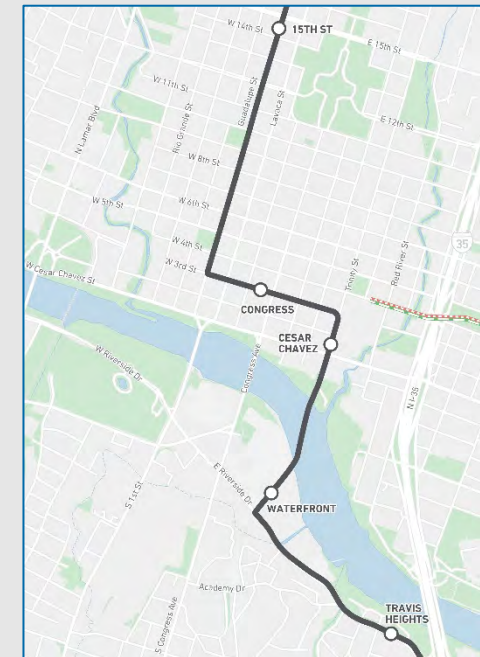


# ON-STREET: NORTH LAMAR TO PLEASANT VALLEY

- 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.



S 1st St. Crossing Option



Trinity St. Crossing Option



# 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

# OF AFFORDABLE HOUSING UNITS\*



1,500 HOMES

\*Subsidized

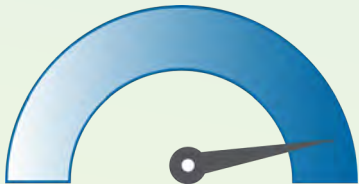
## OBSERVATIONS

- 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

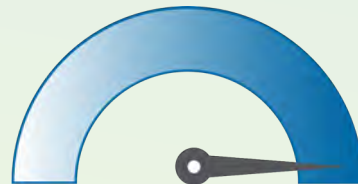
## CHARACTERISTICS



MOBILITY AND  
CUSTOMER EXPERIENCE



ACCESS TO  
OPPORTUNITIES



ENVIRONMENTAL  
BENEFITS

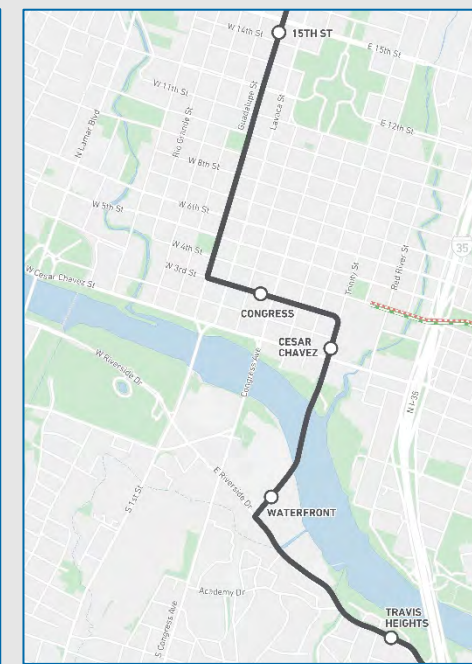
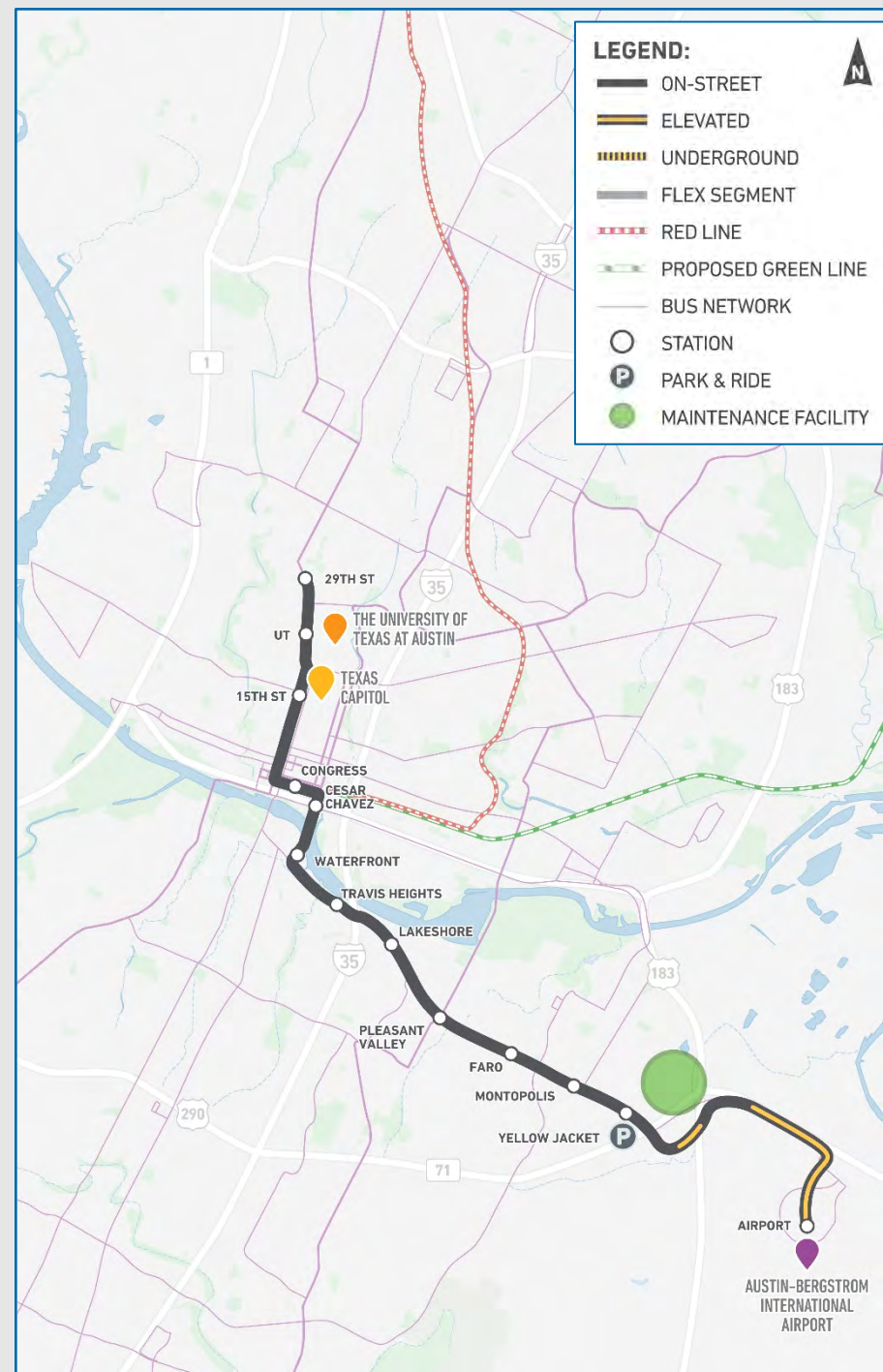


LAND USE AND HOUSING



# ON-STREET: 29TH TO AIRPORT

- 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.



Trinity St. Crossing Option

# 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

# OF AFFORDABLE HOUSING UNITS\*



1,500 HOMES

*\*Subsidized*

## 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



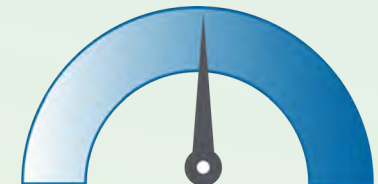
ACCESS TO  
OPPORTUNITIES



ENVIRONMENTAL  
BENEFITS



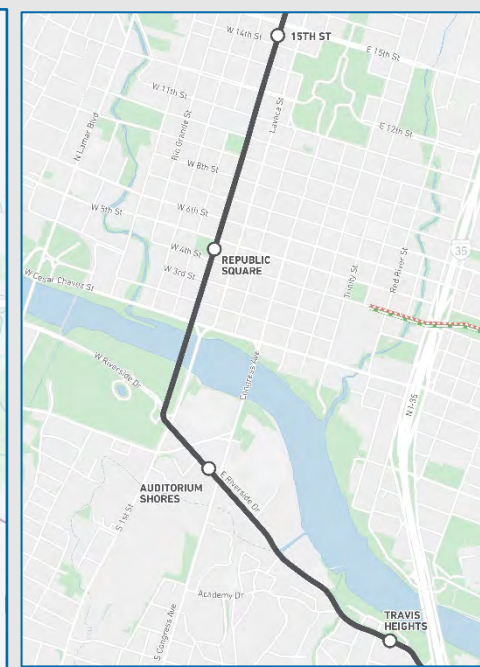
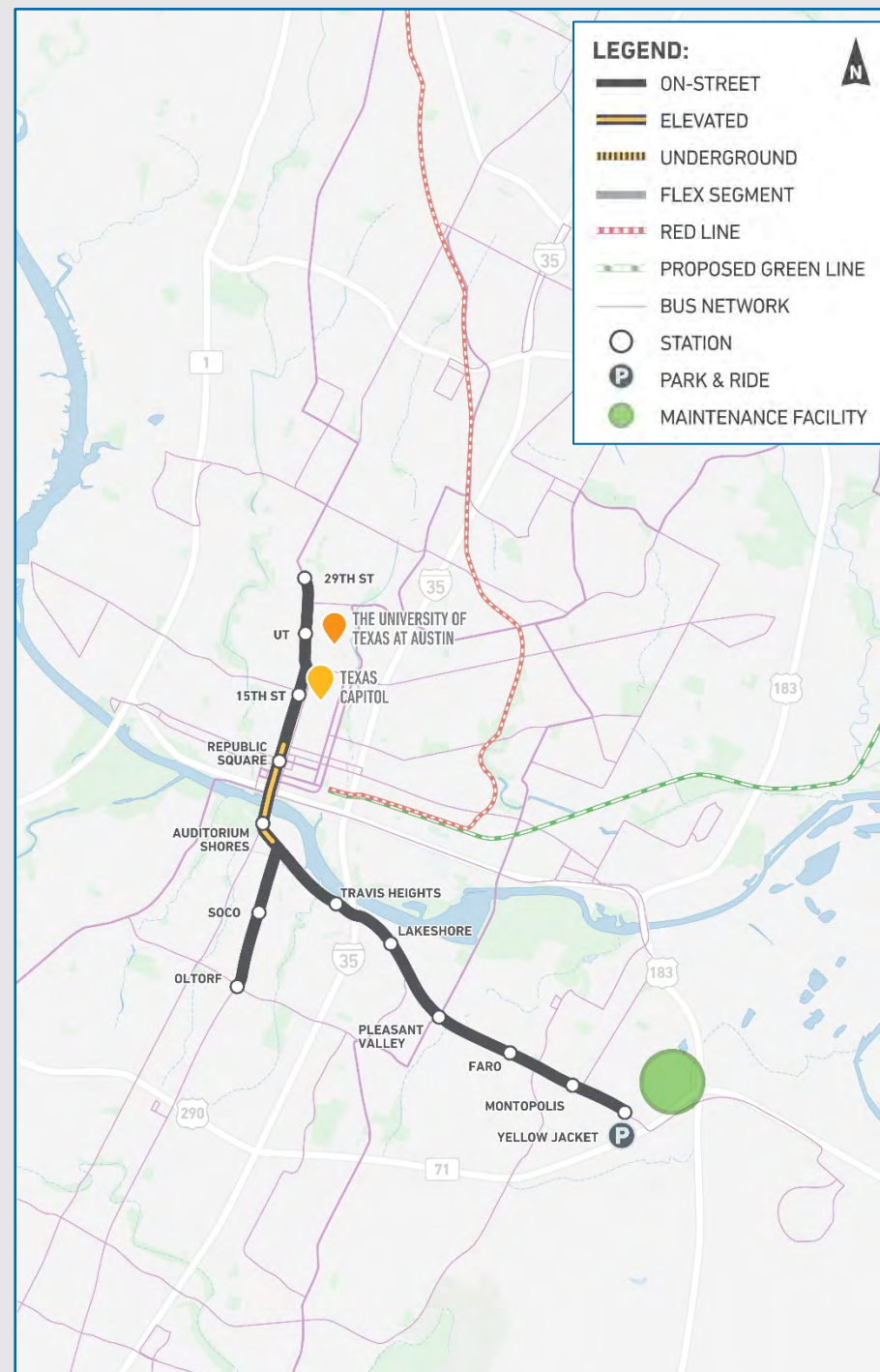
LAND USE AND HOUSING





# PARTIAL ELEVATED: 29TH TO OLTORF TO YELLOW JACKET

- 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.



S 1st St. Crossing Option

# 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

# OF AFFORDABLE HOUSING UNITS\*



1,500 HOMES

*\*Subsidized*

## 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



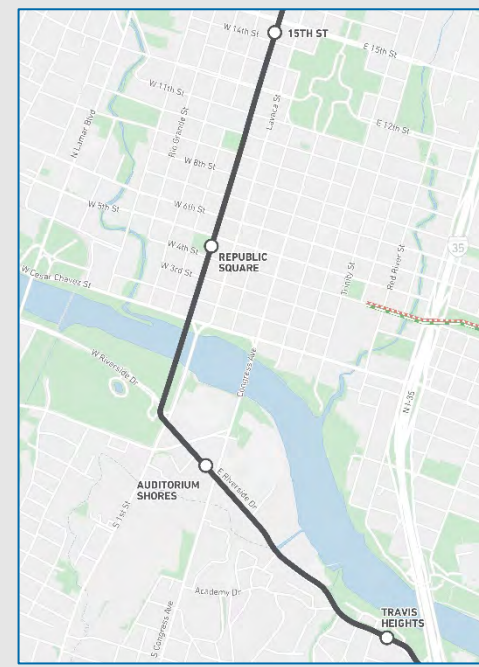
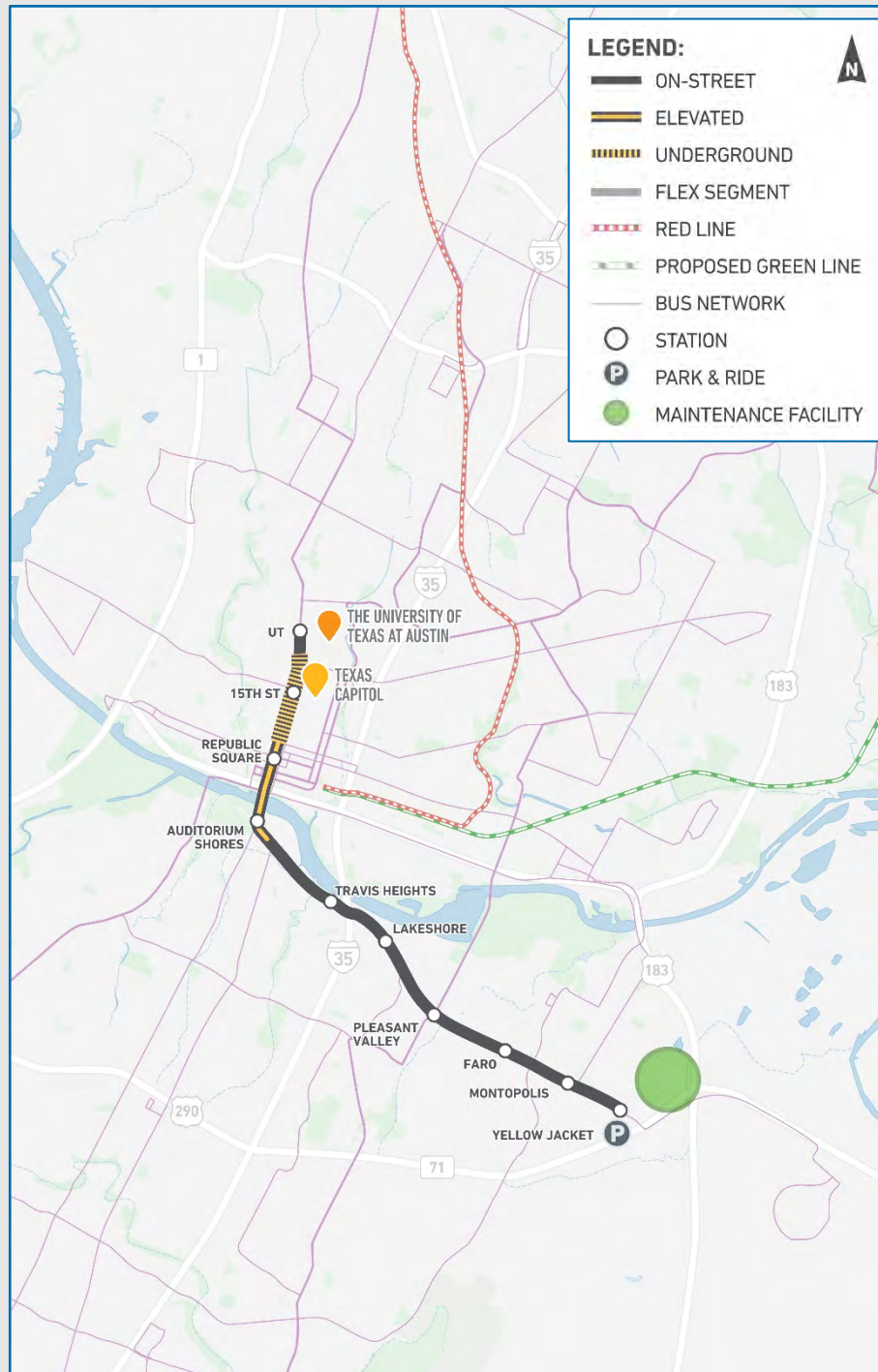
LAND USE AND HOUSING





# PARTIAL UNDERGROUND: UT TO YELLOW JACKET

- 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.



### S 1<sup>st</sup> St. Crossing Option

# 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

# OF AFFORDABLE HOUSING UNITS\*



1,500 HOMES

\*Subsidized

## 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



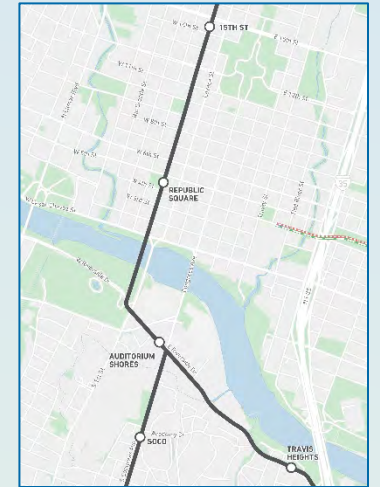


# ON-STREET DOWNTOWN

## ARTIST REPRESENTATIONS



East 3rd Street and San Jacinto Boulevard - Looking West



S 1st St. Crossing Option



Trinity St. Crossing Option



# ON-STREET DOWNTOWN

## ARTIST REPRESENTATIONS



Guadalupe Street at Republic Square - Looking North

## PRECEDENTS



Sydney, Australia



Jerusalem, Israel



Paris, France



Portland, Oregon



# PARTIAL ELEVATED DOWNTOWN

## ARTIST REPRESENTATIONS



Guadalupe Street at Republic Square - Looking North    Guadalupe Street and West 4th Street - Looking South



# PARTIAL ELEVATED DOWNTOWN

## ARTIST REPRESENTATIONS



Guadalupe Street and West 4th Street - Looking South

## PRECEDENTS



British Columbia, Canada



The Hague, Netherlands



The Hague, Netherlands



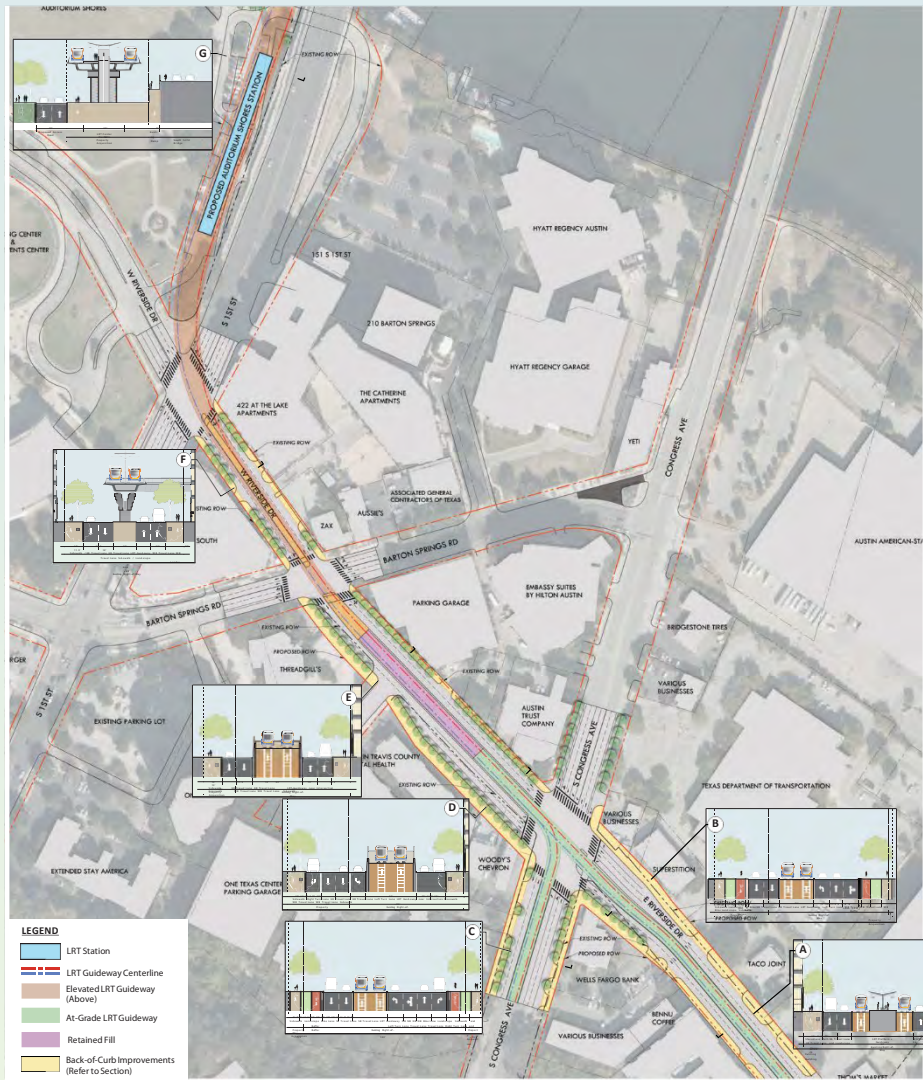
# TRINITY ST. CROSSING





# SOUTH OF RIVER ALIGNMENT – ELEVATED

## ALIGNMENT PLAN



### Elevated Guideway Option

## ARTIST REPRESENTATIONS



Aerial View South of River - Looking North



Retained Fill at West Riverside Drive

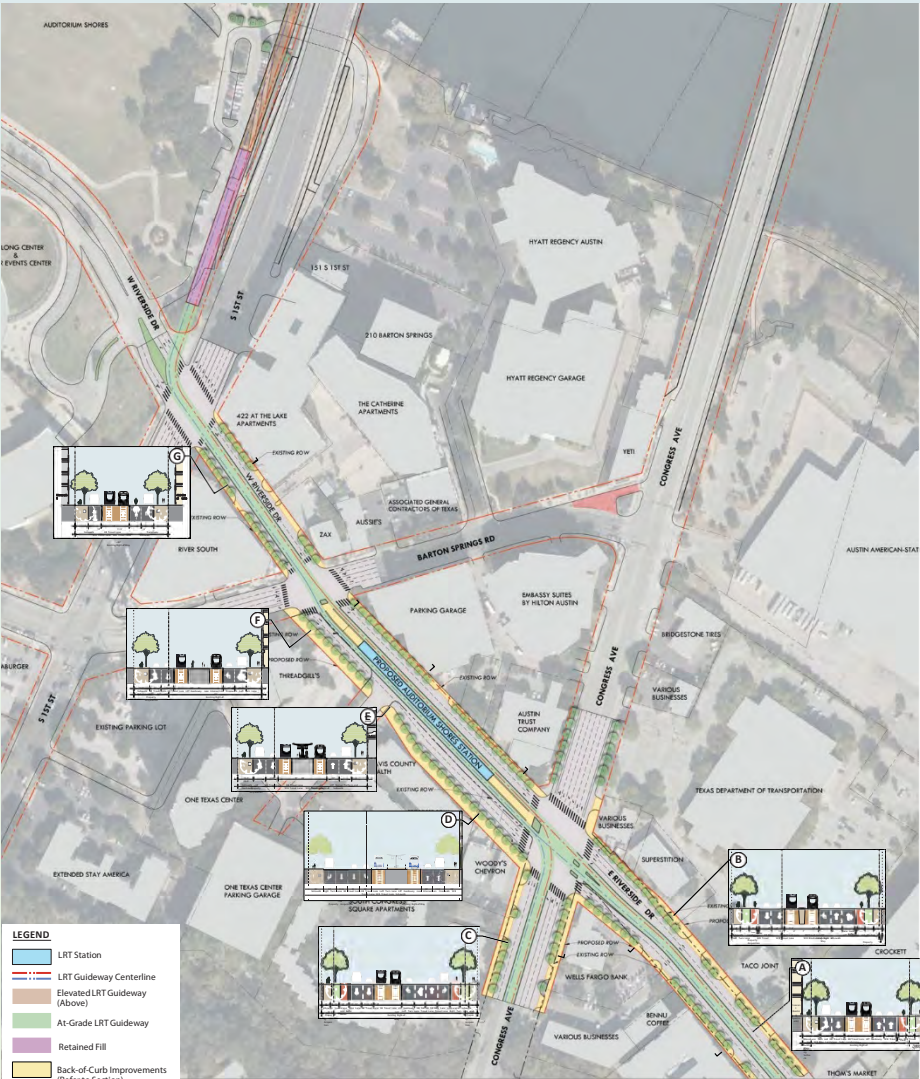


Station View at Auditorium Shores



# SOUTH OF RIVER ALIGNMENT – ON-STREET

## ALIGNMENT PLAN



On-Street Guideway Option

## ARTIST REPRESENTATIONS



Aerial View South of River - Looking North



South Congress Avenue - Looking North



Station View at West Riverside Drive



# OPPORTUNITIES FOR FEEDBACK

SAVE THE  
DATE

April 6, 2023

Virtual Light Rail  
Community  
Update





# SHARE YOUR FEEDBACK



**SCAN THE QR  
CODE TO VISIT  
THE OPEN  
HOUSE**



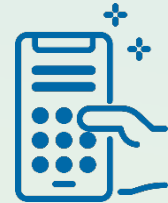
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**Mail in Your Comments and Questions**  
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# THANK YOU!