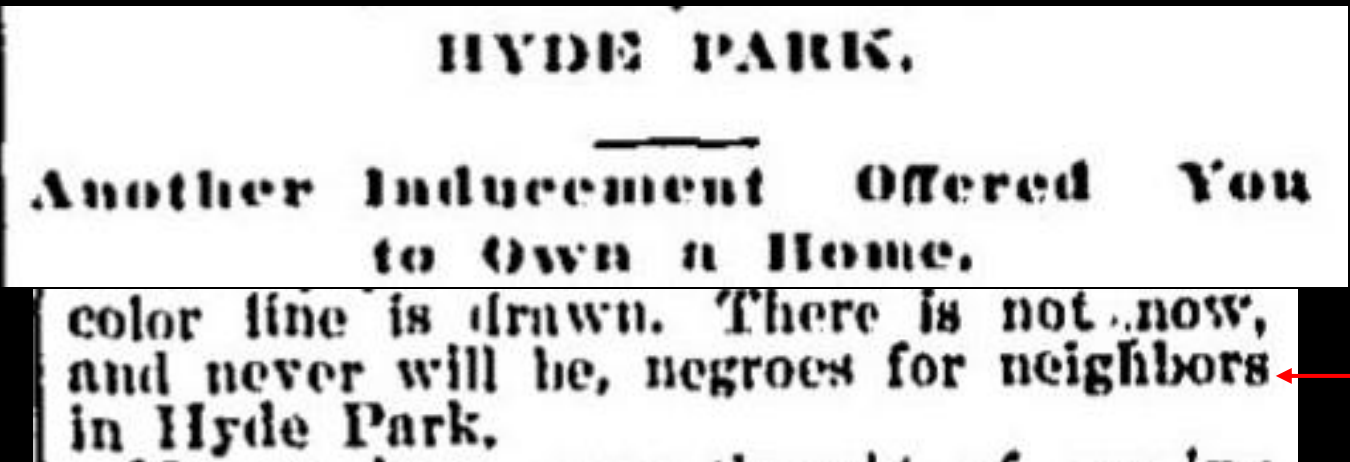




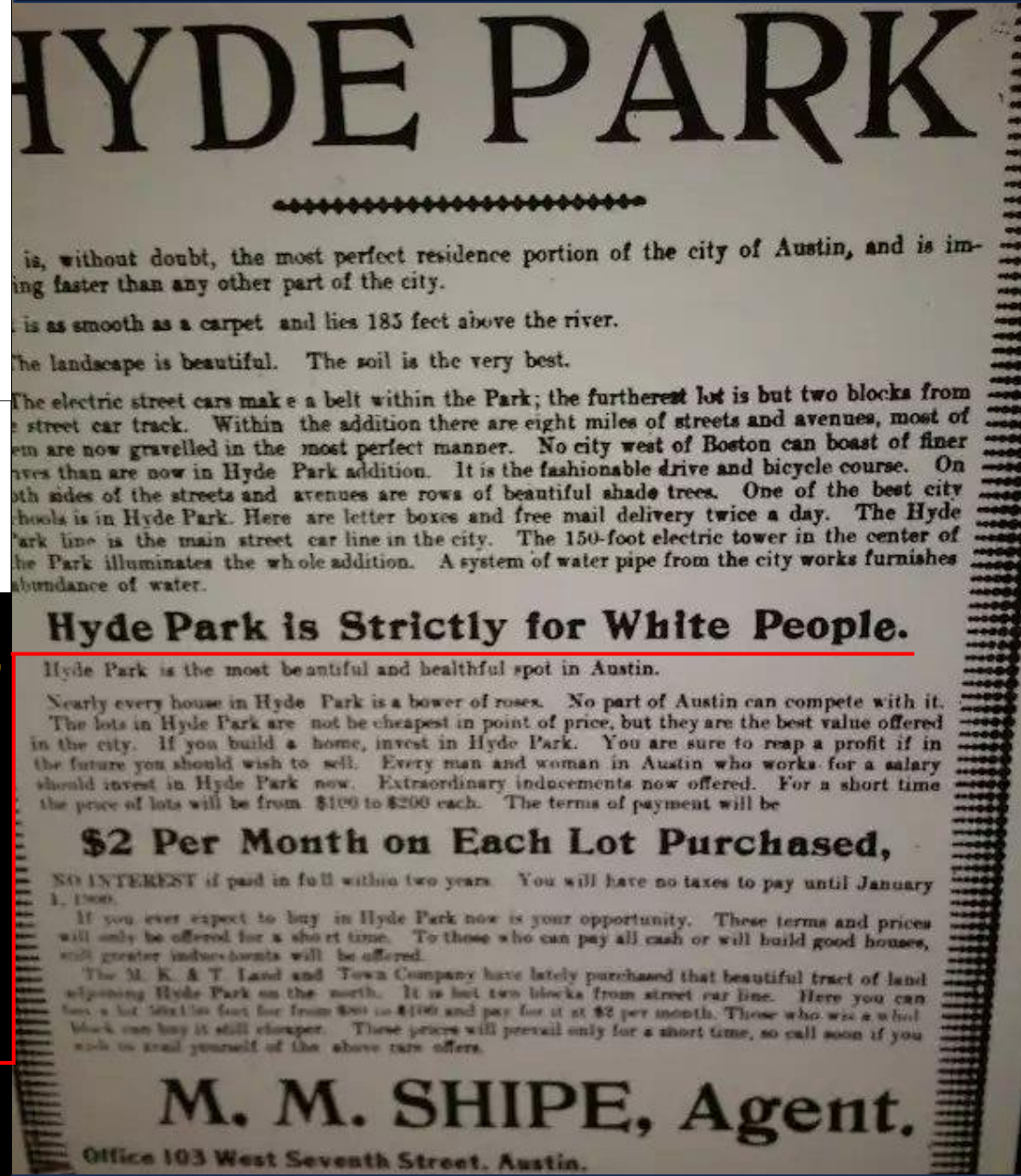
THE PROJECT CONNECT COMMUNITY ADVISORY COMMITTEE  
will convene on  
Thursday, February 8<sup>th</sup>, 2024 | 5:00 PM - 7:00 PM

- VI. Discussion Items
- a. ATP Light Rail Update - NEPA Process and Scoping
  - b. ETOD Update
  - c. Research Presentation on **Racial History of Zoning** and Revolving Loans

**Light Rail terminates in Central Austin—Hyde Park/38th Street**  
**“There is not, now, and never will be, negroes for neighbors in Hyde Park”**



Source: HydeParker Magazine (Hernandez, Sep2022)







## Title VI Disparate Impact

Hyde Park whites  
UT-Austin 30th St.  
Frequent 7: \$2M homes  
Shelters/construction  
Urban Transportation Commission  
March 28, 2024 Budget: Bike Safety

Northeast Black man/bike  
Nov. 3, 2017 Austin Chronicle  
CapMetro: "every policy has  
certain casualties ... North/  
Northeast." Route 392 ☹️

===

FY 2025 Budget Recommendation:  
\$22.9M Safe Streets & Roads for All  
Prioritize 392 neighborhood lights  
2K apartment units need shelters!  
Safe Routes to Schools  
Yager/Tech Ridge Blvd.



# North Lamar Pedestrian Safety Study

Team Results

Final Report

Joan Hudson and Liang Ding  
January 7, 2009

## CapMetro

To: CapMetro Board of Directors

From: Sharmila Mukherjee, EVP, Chief Strategic Planning & Development Officer

Date: March 6, 2024

Subject Chinatown Rapid Stations and Pedestrian Safety

**Title VI Disparate Impact: Close midblock stops (Chinatown: 405 riders; Metro Park)**

**2009: North Lamar 20-Month Study: 70% of pedestrian deaths occur midblock!**

**March 6, 2024 Capital Metro will leave North Lamar midblock stops open.**

**March 28, 2024 Vision Zero Update: Blacks = 7% of population: 17% deaths**

origin/destinations across from each other. Midblock locations account for over 70 percent of pedestrian fatalities. Also, it is where vehicle travel speeds are higher which contributes to the injury and fatality rate at this location. Over 80 percent of pedestrians die when hit by vehicles traveling at 40 mph or faster while less than 20 percent die when hit at 20 mph.



**Budget Ask: \$0 to \$250K Save Lives: Close North Lamar midblock stops NOW!**

**Phase I** upgrades the northbound local stop to a Rapid and relocates the southbound local stop closer to Braker Lane and upgrades it to a Rapid. The existing Chinatown Rapid stops will remain where they are, as is necessary to provide access for people traveling to/from Chinatown Center, but also to provide additional time for coordination with TxDOT and the City of Austin to construct planned improvements in the area.

CapMetro cannot simply “turn on” the existing local stops (Stop IDs 4696 and 3080) for Rapid because the stop platforms are not long enough to accommodate 60’ articulated buses and their rear doors. Additionally, infill stations use bolt-down shelters that are less labor and resource intensive to install than cantilever CapMetro Rapid shelters, making



## FALSEHOOD—FHWA Sponsor: 2019 North Lamar to Parmer Sidewalks Complete!

**405 Daily Riders/\* Minorities risk their lives crossing North Lamar midblock—37,500 daily vehicles (COA, 2021 Hearing)!**  
**February 26, 2024: \$60M McKalla Soccer Stop Opened, 70% Rail Riders = White☹ vs. North Lamar “funding constraints” ...**

Form Name: Project Progress Reporting Form  
Submission Time: May 7, 2019 11:33 am  
Browser: Firefox 68.0 / Windows  
IP Address: 162.89.0.58  
Unique ID: 502713848  
Location: 30.241399765015, -97.788699645698

### Reporting Information

### General Information

Project Sponsor	FHWA
Project Name	North Lamar: Parmer Lane to US 183 Sidewalks
Control-Section-Job (CSJ)	0914-04-274
Project Type	Construction



Both Chinatown MetroRapid stations, despite constrained locations, have very high ridership, and if CapMetro were to relocate the stop pair to Braker and Lamar, it is unclear if the relocation would benefit customers. Most current ridership patterns indicate the likely destination for many CapMetro customers in this area is the Chinatown shopping center. Moving the stop to Braker and Lamar would move the stop further from Chinatown Center and could impact many of the 405 daily customers at this stop. Due to the Chinatown Rapid station’s proximity to transit-reliant populations, the negative impacts of the relocation would likely fall on those who are most likely to rely on transit.

Finally, the existing Rapid Stations were installed as part of an FTA grant in 2013. Changes to these stops must be approved by and coordinated with the FTA, adding a layer of review to the schedule and coordination.

### Planned Changes

CapMetro has completed a thorough review of this area, including reviewing ridership, Service Standards & Guidelines, conducting field visits, observing pedestrian activity, coordinating scopes of planned projects from partner agencies, and review by the CapMetro safety team. A phased approach to making changes to stops in this area is necessary due to funding constraints and existing infrastructure. For example, CapMetro cannot place a stop in an area that is a driveway or does not have sidewalk connectivity.

**ATP: “19.3 people doing Marketing . . . That’s excessive! That’s \$4.7M.” ~Then-Finance Member Tony Elkins September 21, 2022**

**July 27, 2020 Project Connect Meeting. Dessau to ACC-Highland: 55-74% Minority (\$4.7M Samsung-Apple MetroRapid eliminated!)**



**FY 2025 Budget: Save Lives = \$0 (Close Chinatown midblock stop; move to CVS-Braker/North Lamar; reactivate #1-Kramer)**

**Install 801/1 CVS Shelter  
Parmer Station Model**

12398 Indian Mound Dr

