Zenobia C. Joseph - Title VI of the Civil Rights Act of 1964 prohibits race discrimination!





# **CapMetro**

#### 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"

HYDE PARK.

Another Inducement Offered You to Own a Home.

color line is drawn. There is not now, and never will be, negroes for neighbors in Hyde Park.

**Source: HydeParker Magazine (Hernandez, Sep2022)** 

April 2, 2024 African-American Resource Advisory Commission Meeting

# HYDE PARK

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is, without doubt, the most perfect residence portion of the city of Austin, and is iming faster than any other part of the city.

is as smooth as a carpet and lies 185 fect above the river.

he landscape is beautiful. The soil is the very best.

The electric street cars make a belt within the Park; the furtherest lot is but two blocks from a street car track. Within the addition there are eight miles of streets and avenues, most of em are now gravelled in the most perfect manner. No city west of Boston can boast of finer two than are now in Hyde Park addition. It is the fashionable drive and bicycle course. On oth sides of the streets and avenues are rows of beautiful shade trees. One of the best city hools is in Hyde Park. Here are letter boxes and free mail delivery twice a day. The Hyde ark line is the main street car line in the city. The 150-foot electric tower in the center of the Park illuminates the whole addition. A system of water pipe from the city works furnishes abundance of water.

## Hyde Park is Strictly for White People.

Hyde Park is the most beautiful and healthful spot in Austin.

Nearly every house in Hyde Park is a bower of roses. No part of Austin can compete with it. The lots in Hyde Park are not be cheapest in point of price, but they are the best value offered in the city. If you build a home, invest in Hyde Park. You are sure to reap a profit if in the future you should wish to sell. Every man and woman in Austin who works for a salary should avest in Hyde Park now. Extraordinary inducements now offered. For a short time the proce of lots will be from \$100 to \$200 each. The terms of payment will be

#### \$2 Per Month on Each Lot Purchased,

NO INTEREST if paid in full within two years. You will have no taxes to pay until January 1, 1900.

If you ever expect to buy in Hyde Park now is your opportunity. These terms and prices will only be offered for a short time. To those who can pay all cash or will build good houses, will prester inducationate will be offered.

The M. K. A. T. Land and Town Company have lately purchased that beautiful tract of land adjusting Highe Park on the morth. It is but two blocks from street our line. Here you can have a lot like the fact for for from 800 to \$100 and pay for it at \$2 per month. Those who was a wholl block can have it still closuper. These process will prevail only for a short time, so call soon if you not no areal general of the above tare offers.

# M. M. SHIPE, Agent.

Office 103 West Seventh Street. Austin

Action Item 6: FY 25. AARAC Budget Recommendations



## **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

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.



Texas Transportation Institute

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

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

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

Pedestrian Safety March 6, 2024 Capital Metro will leave North Lamar midblock stops open. March 28, 2024 Vision Zero Update: Blacks = 7% of population: 17% deaths Study

mph or faster while less than 20 percent die when hit at 20 mph.

**Team Results** 

Final Report

Joan Hudson and Liang Ding January 7, 2009



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 Board of Directors

Sharmila Mukherjee, EVP, Chief Strategic Planning & Development Officer

March 6, 2024

To:

Subject Chinatown Rapid Stations and Pedestrian Safety

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!

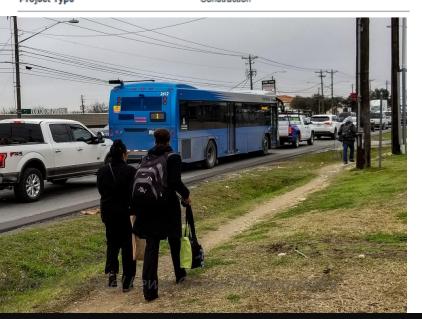
# 405 Daily Riders/\*Minorities risk their lives crossing North Lamar midblock—37,500 daily vehicles (COA, 2021 Hearing)! February 26, 2024: \$60M McKalla Soccer Stop Opened, 70% Rail Riders = White vs. North Lamar "funding constraints" . . .

Form Name: Submission Time: Browser: IP Address: Unique ID: Location:

Project Progress Reporting Form May 7, 2019 11:33 am Firefor 88.0 / Windows 162.89.0.58 502713848

#### 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

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

