

# CENTRAL CORRIDOR ADVISORY GROUP

## MEETING #3

September 20, 2013, 1:30 pm – 3:00 pm

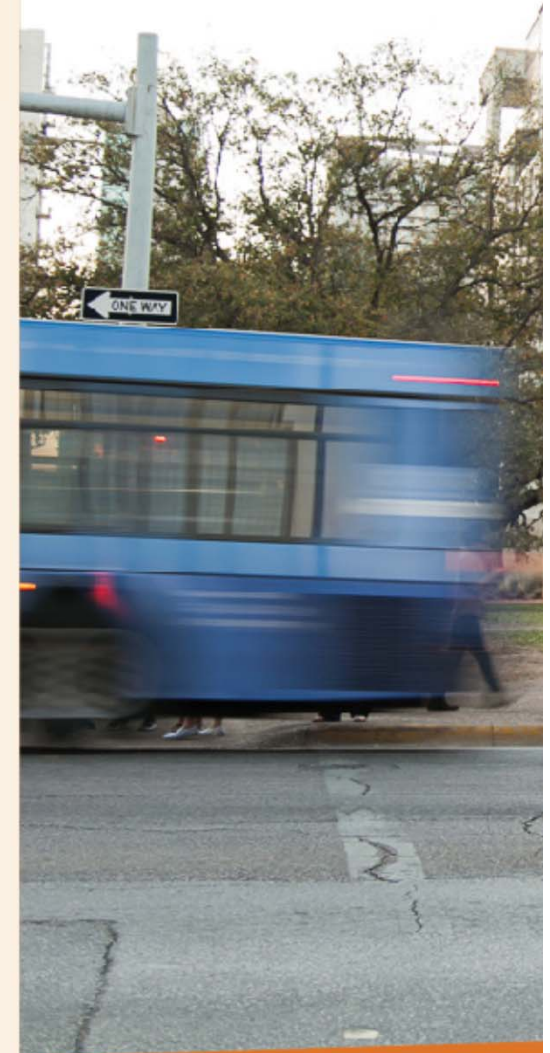
Austin City Hall, Boards & Commissions Room



# 1

## Agenda

- 1) Welcome & Introduction
- 2) CCAG Syllabus Revisions
- 3) Public Involvement Update
- 4) Complete Study Area Definition
- 5) Complete Sub-Corridor Identification
- 6) Begin Define Sub-Corridors
- 7) Begin Methodology/Criteria
- 8) Next Steps
- 9) Next Meeting – October 11, 2013



# 1

## CCAG Charge

The CCAG will:

- Ensure open and transparent public process
- Advise Mayor and project team in prioritizing and defining a preferred alignment for the next high-capacity transit investment for the Central Corridor
- Assist project team in a meaningful dialogue with the community



2

# CCAG Syllabus Revisions

## 2

## CCAG Syllabus Revisions

- Added meeting numbers and dates
- Added November 1<sup>st</sup> meeting
  - *Continue* Evaluate Sub-Corridors
  - *Begin* Select Priority Sub-Corridor
- December 6<sup>th</sup> topic(s) tbd



3

# Public Involvement Update



# 3

## Public Involvement in September

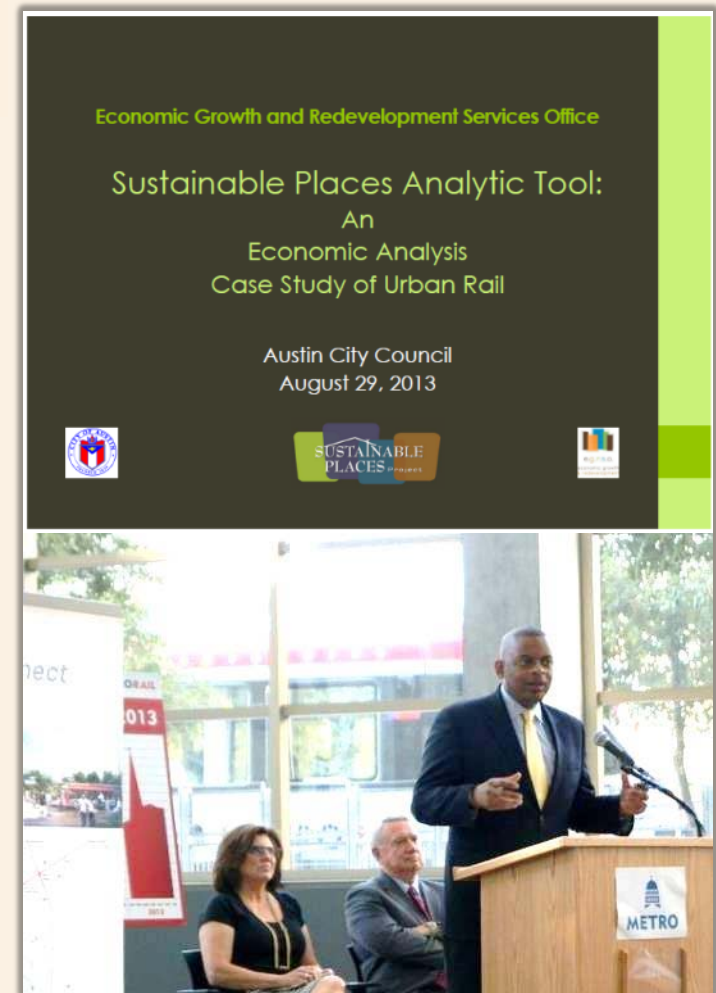
- CCAG Make-ups
- Stakeholder Meetings/ Briefings
  - Capital Metro Board (8/26)
  - CAMPO Technical Advisory Committee (TAC) (8/28)
  - Downtown Austin Alliance (DAA) Board (8/29)
  - Downtown Austin Neighborhood Association (DANA) Board (9/4)
  - Urban Transportation Commission (UTC) (9/10)
  - Cap City African American Chamber Policy and Advocacy Committee (9/10)
  - Mueller Commission (RMMA PIAC) (9/12)
  - UT – Austin Facilities (8/23)
  - FTA Region 6 (9/4)
  - Austinites for Urban Rail Action (AURA) (9/12)
  - State Senator Watson Staff (9/12)
  - ACC and Highland Development Team (9/13)
- Webinar (Step 1)



# 3

## Public Involvement in September

- Other
  - Sustainable Places Project Analytic Tool Briefings (8/29, 30)
  - US DOT Secretary Foxx and TIGER V award (9/5)
  - Extensive media coverage
- Draft Public Involvement Plan (PIP) available *next week* at [projectconnect.com](http://projectconnect.com)





# 3

## Step 2 Public Meetings

- September 25  
5 - 8 PM  
Austin Community College -  
South Austin Campus  
1820 W Stassney Ln
- September 26  
11:30 AM - 1 PM  
St. David's Episcopal Church  
301 E 8th St
- September 26  
5 - 8 PM  
Givens Recreation Center  
3811 E 12th St
- September 27  
12 PM - 1 PM  
Webinar (projectconnect.com)  
[Register Now »](#)
- October 2  
5 - 8 PM  
Norris Conference Center  
2525 W Anderson Ln  
Red Oak Ballroom

# 3

## Upcoming Public Involvement

- North Austin Civic Association (9/19)
- Rotary Club of East Austin (9/24)
- Austin Home Builders Government Relations Committee (9/25)
- Public Open House (9/26, 10/2)
- Online Open House (Webinar) (9/27)
- UT Annual Resource Fair, Asian American Resource Center Grand Opening (9/28)
- Downtown Austin Alliance Mobility & Streetscapes Committee Workshop (10/16)
- Austin Chamber Transportation Committee Workshop (10/17)
- Barton Hills Neighborhood Association Quarterly Meeting (10/22)

# 4

## Study Area Definition

# 4

## Study Area Definition

Study Area Limits

Identify Problems

Develop Problem Statement(s)

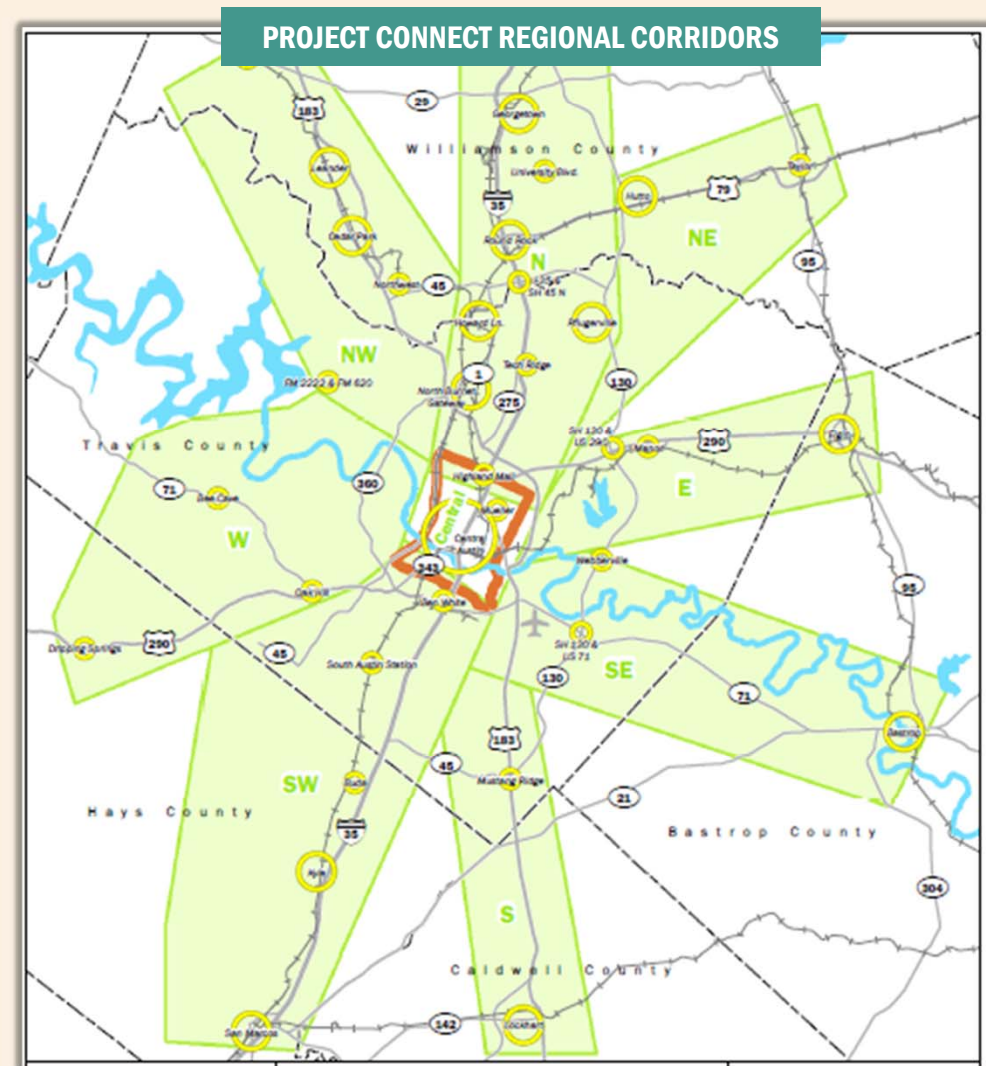
Develop Goals & Objectives

Evaluation Criteria  
(Next meeting)

# 4

## Study Area Definition Limits

- 9 Project Connect Corridors

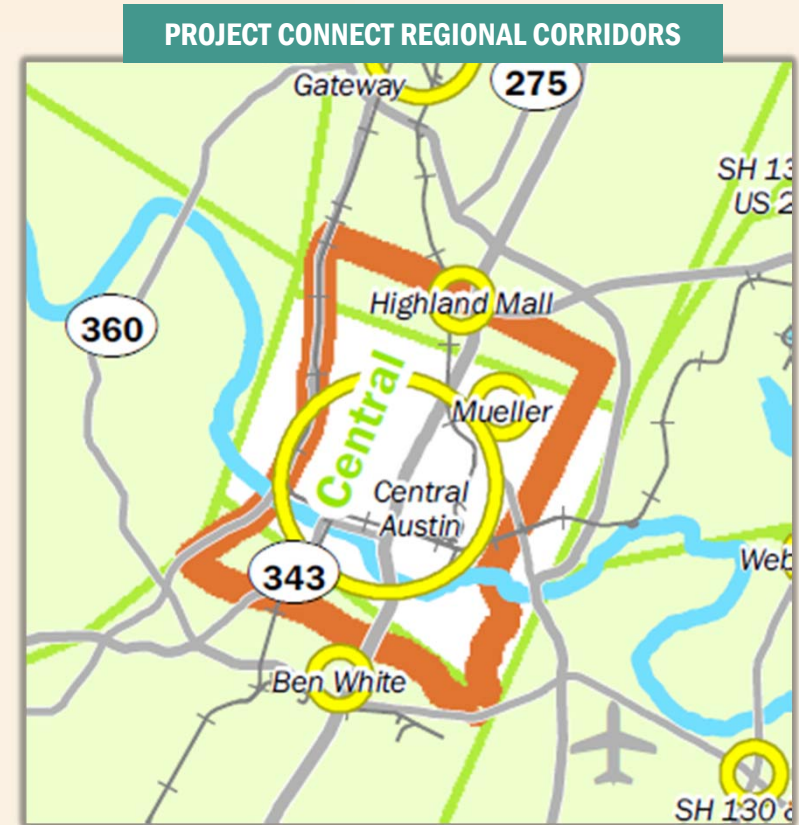




# 4

## Study Area Definition Limits

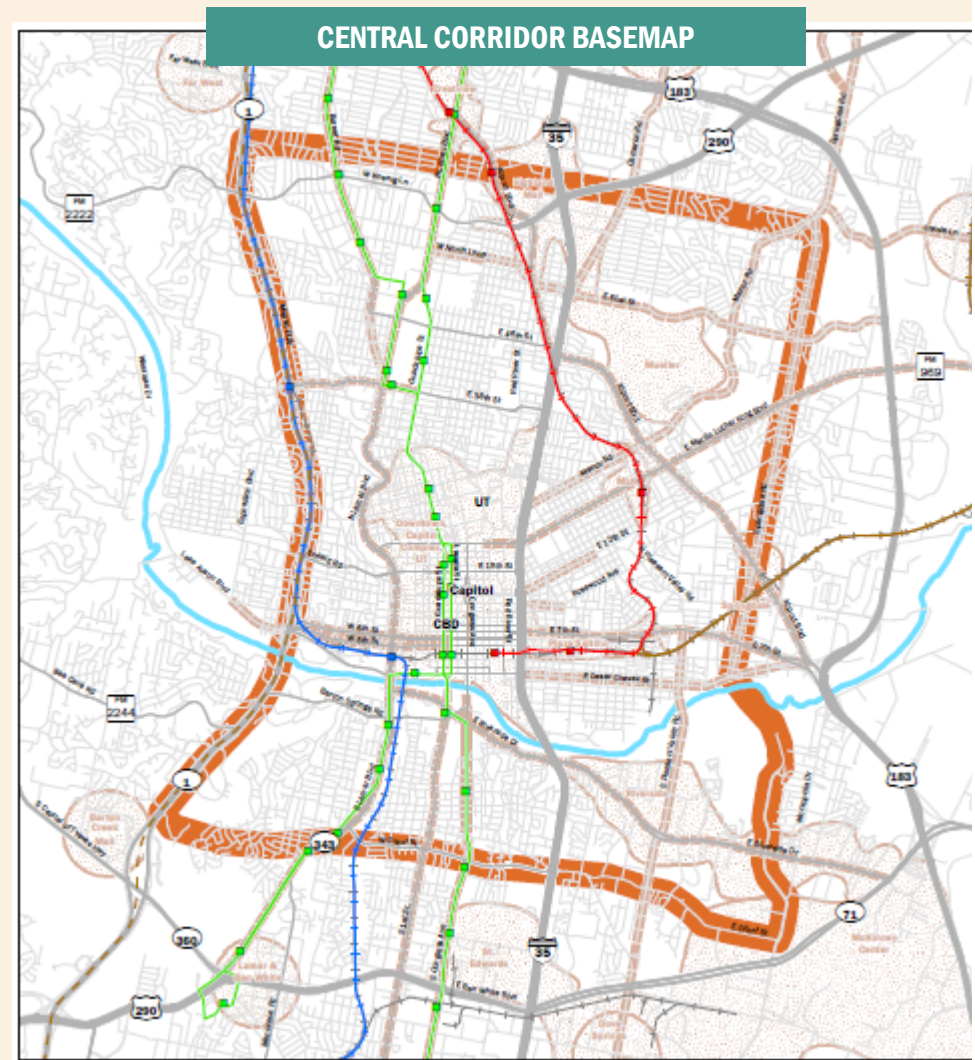
- Purpose of limits is to focus analysis and identify problems
- Loosely bound by :
  - N: North of RM 2222 (new!)
  - E: Springdale/Grove
  - S: Oltorf
  - W: MoPac



# 4

## Study Area Definition Limits – Basemap

- Common data set for all maps
- Includes CAMPO and Imagine Austin centers
- Includes existing Red Line, under construction MetroRapid & Express Lanes, and planned LSTAR



# 4

## Study Area Definition Limits – Map Book

- ‘Working’ reference
- Common, data-driven foundation for analysis
- Includes Central Corridor maps of future demographics, growth, land use, multimodal system, travel patterns, socioeconomic/ affordability, etc.
- Will include Sub-Corridor-specific definition sets of maps
- Available online (pdf for now)





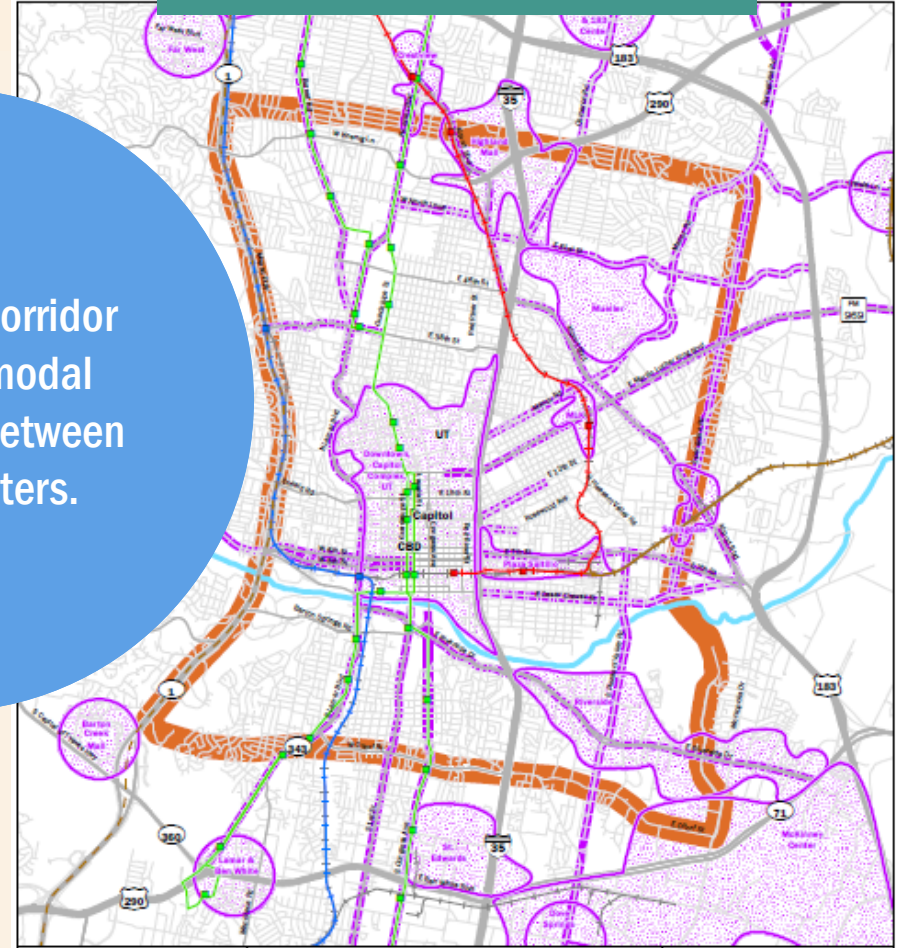
# 4

## Study Area Definition Problem Statements

- Regional and local land use strategies to link activity centers & corridors with high-capacity transit

The Central Corridor lacks multimodal connectivity between activity centers.

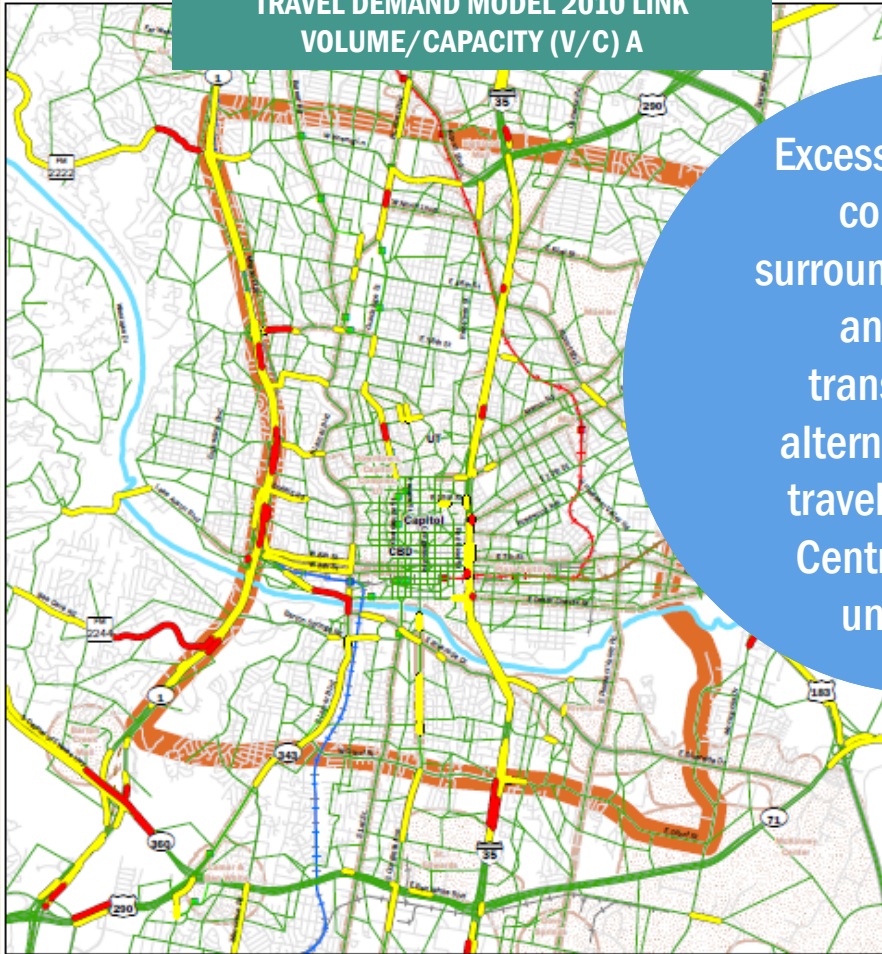
IMAGINE AUSTIN CENTERS A



# 4

## Study Area Definition Problem Statements

TRAVEL DEMAND MODEL 2010 LINK  
VOLUME/CAPACITY (V/C) A



Excessive roadway congestion surrounding the core and lack of transportation alternatives make travel time to the Central Corridor unreliable.

TRAVEL DEMAND MODEL 2035 LINK  
VOLUME/CAPACITY (V/C) A

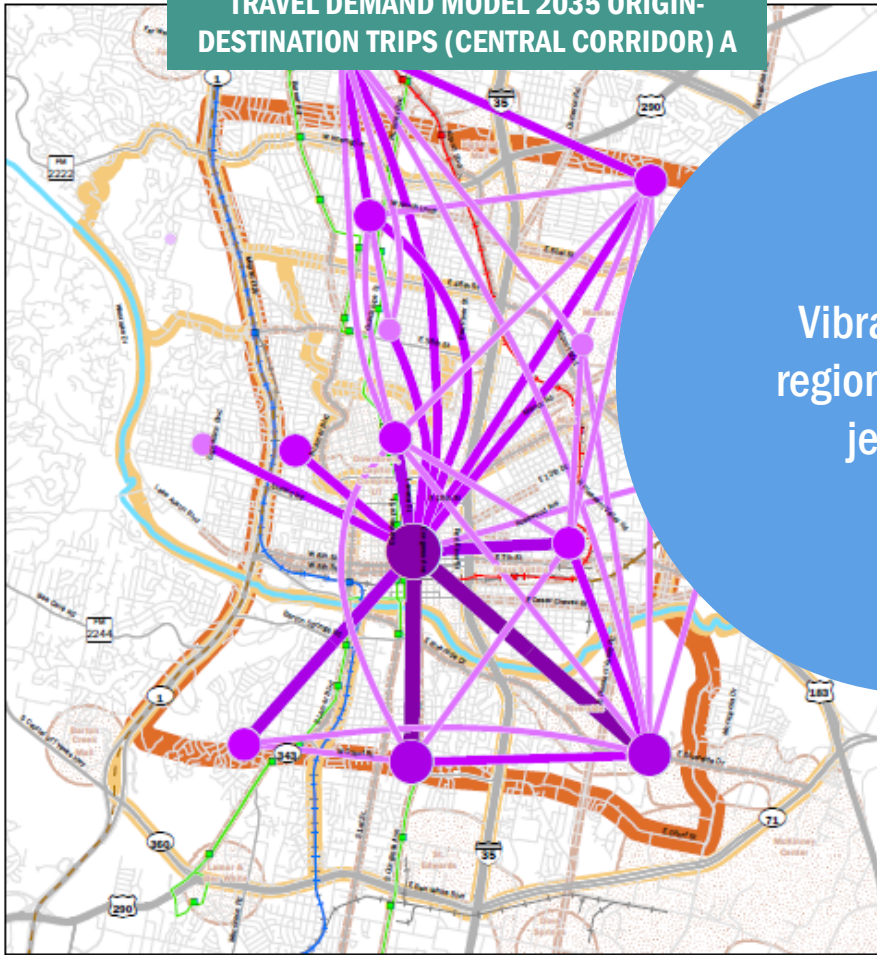




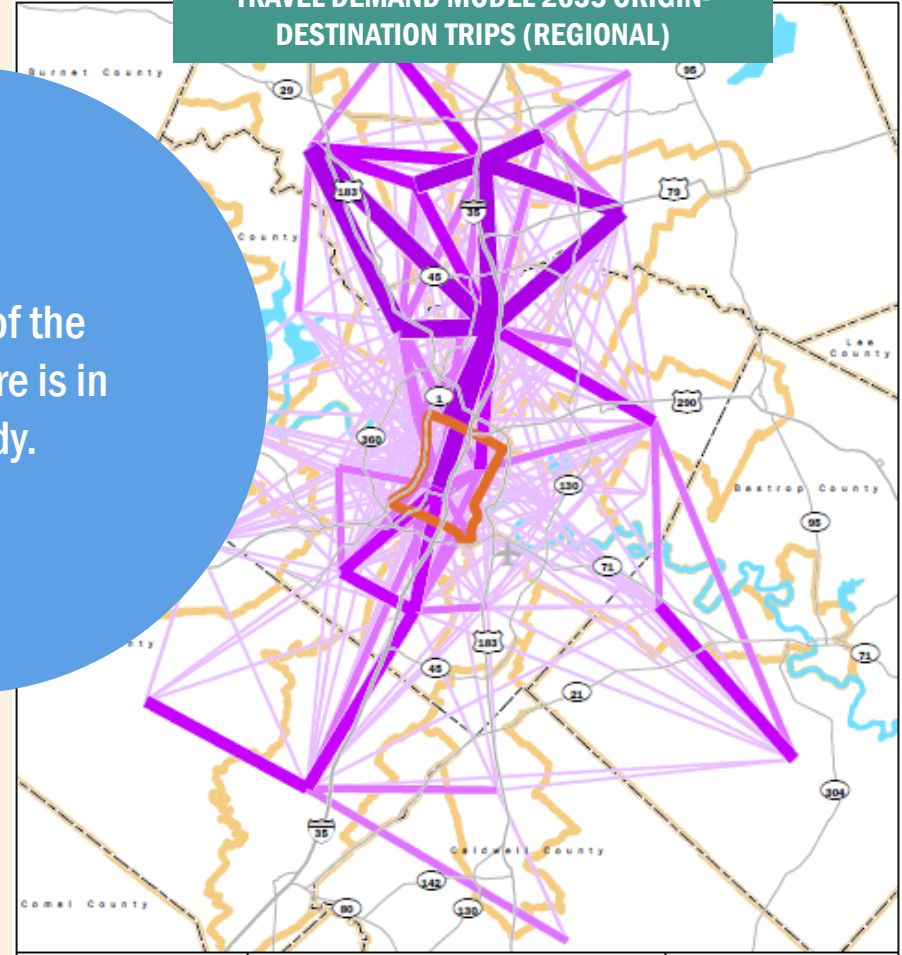
# 4

## Study Area Definition Problem Statements

TRAVEL DEMAND MODEL 2035 ORIGIN-  
DESTINATION TRIPS (CENTRAL CORRIDOR) A



TRAVEL DEMAND MODEL 2035 ORIGIN-  
DESTINATION TRIPS (REGIONAL)

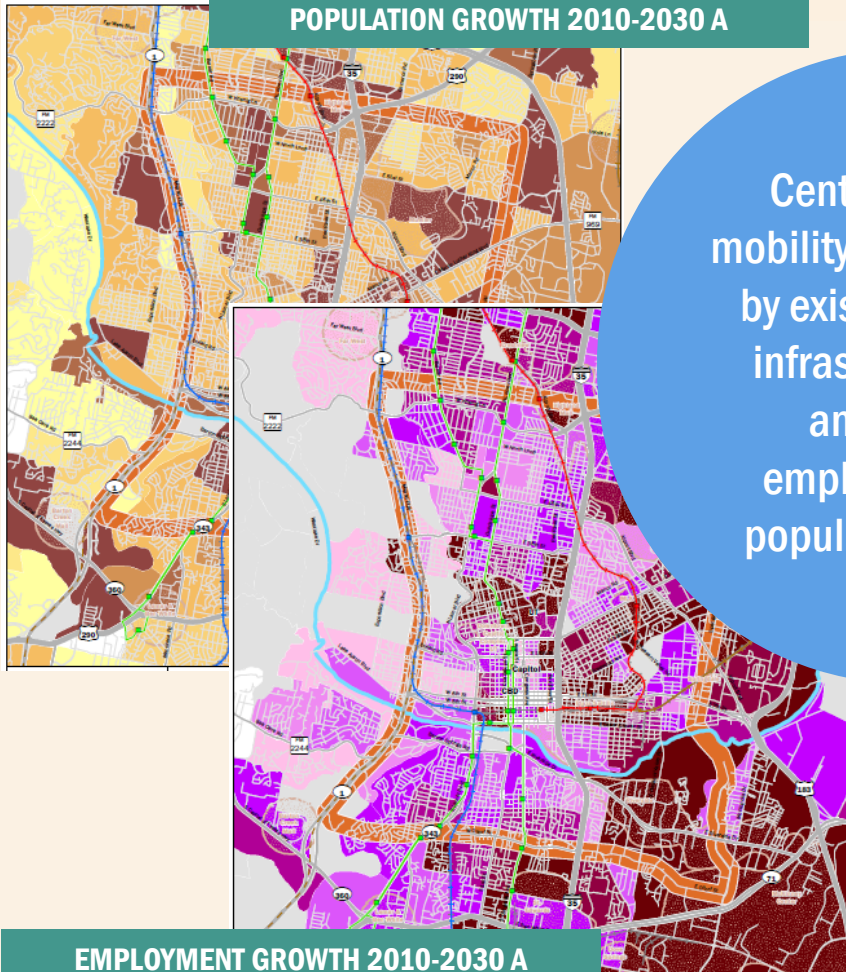


Vibrancy of the  
region's core is in  
jeopardy.

# 4

## Study Area Definition Problem Statements

POPULATION GROWTH 2010-2030 A



EMPLOYMENT GROWTH 2010-2030 A

Central Corridor mobility is constrained by existing physical infrastructure and anticipated employment and population growth.

St. David's Hospital  
Commercial &  
Residential

Mount Calvary  
Cemetery  
UT Practice Facilities

Frank Erwin Center



DOWNTOWN AUSTIN PLAN  
TRANSPORTATION FRAMEWORK PLAN

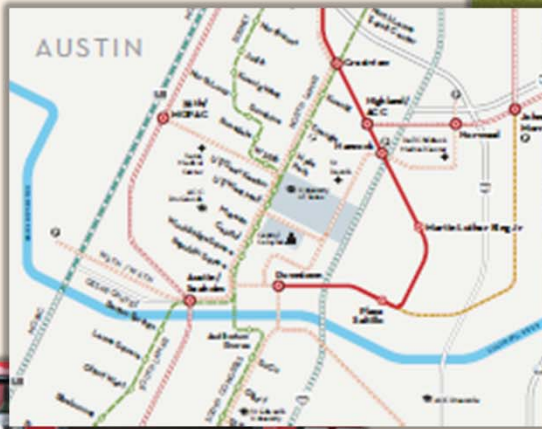


## 4

## Study Area Definition

### Problem Statements

Existing and planned regional transit investments converge on the Central Corridor without adequate system integration.



4

## Study Area Definition– Problem Statements

Congestion

System

Centers

Constraints  
&  
Growth

Core

# 4

## Study Area Definition Problem Statements

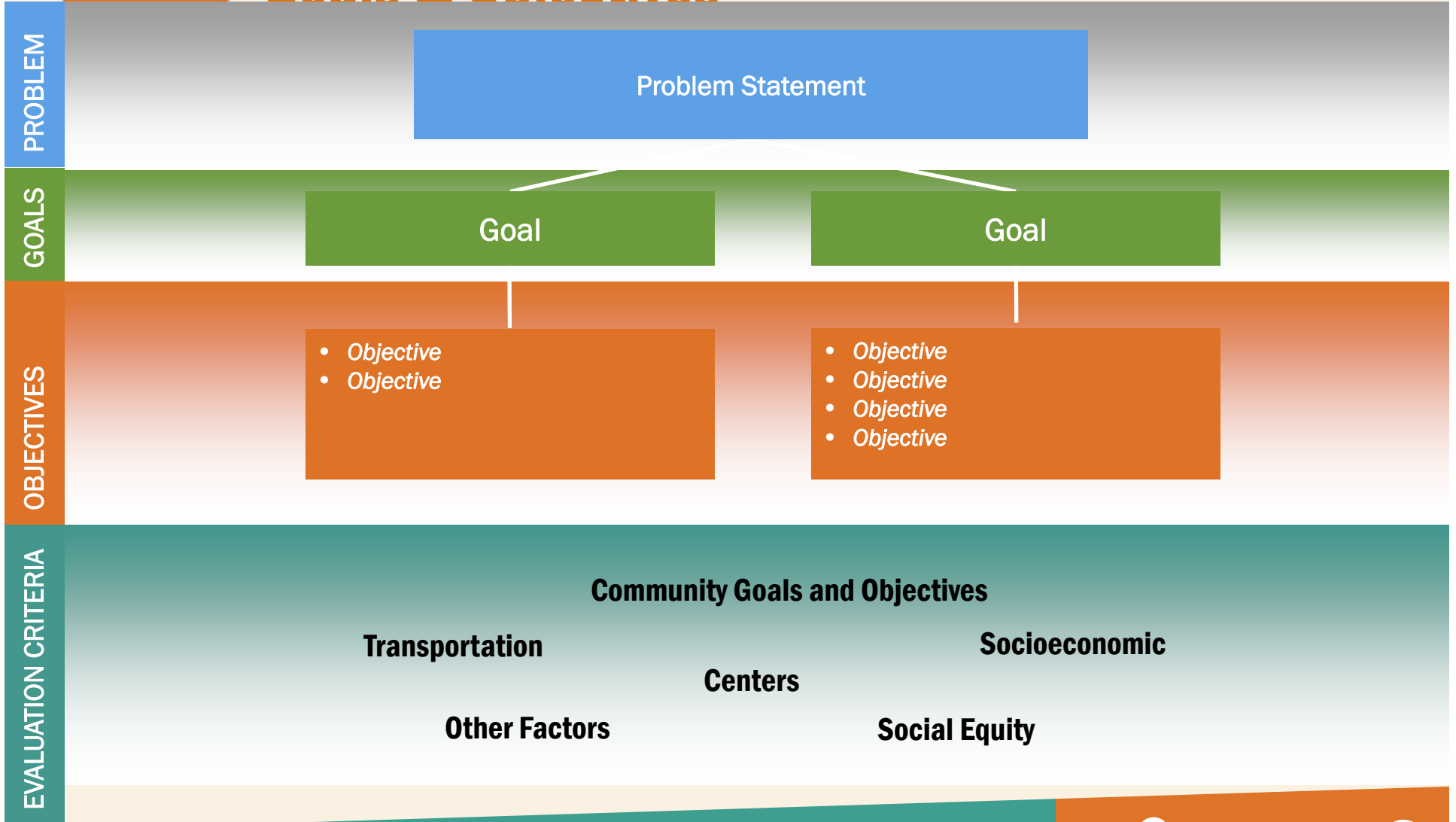
Rank your top 3 Central Corridor problems:

- A. Centers
- B. Congestion
- C. Core
- D. Constraints & Growth
- E. System



# 4

## Study Area Definition Goals & Objectives



# 5

## Sub-Corridor Identification

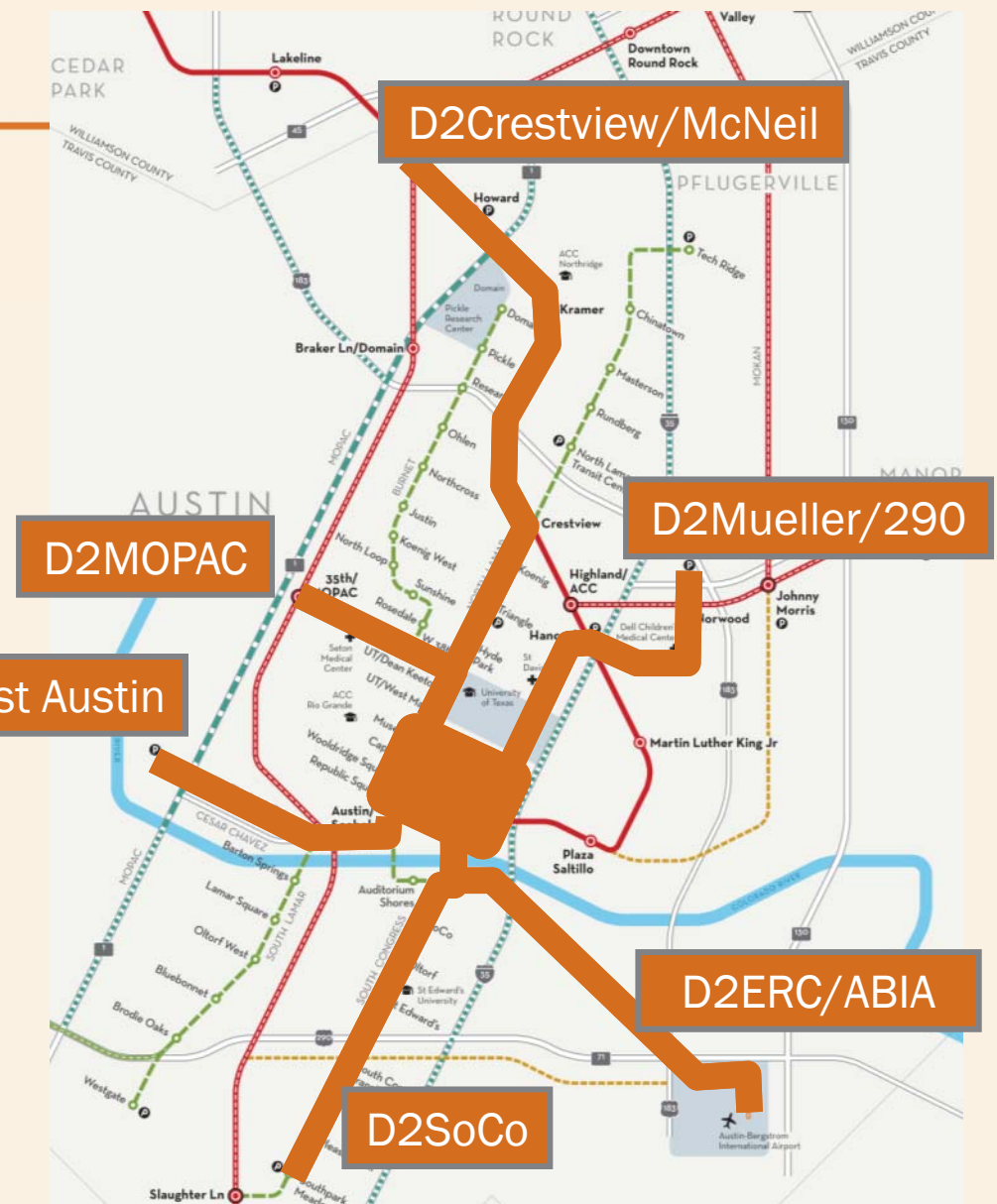
### **Sub-Corridor:**

**A defined geographic area with characteristics and facilities serving similar travel patterns.**

# 5

## Central Corridor Sub-Corridor Identification

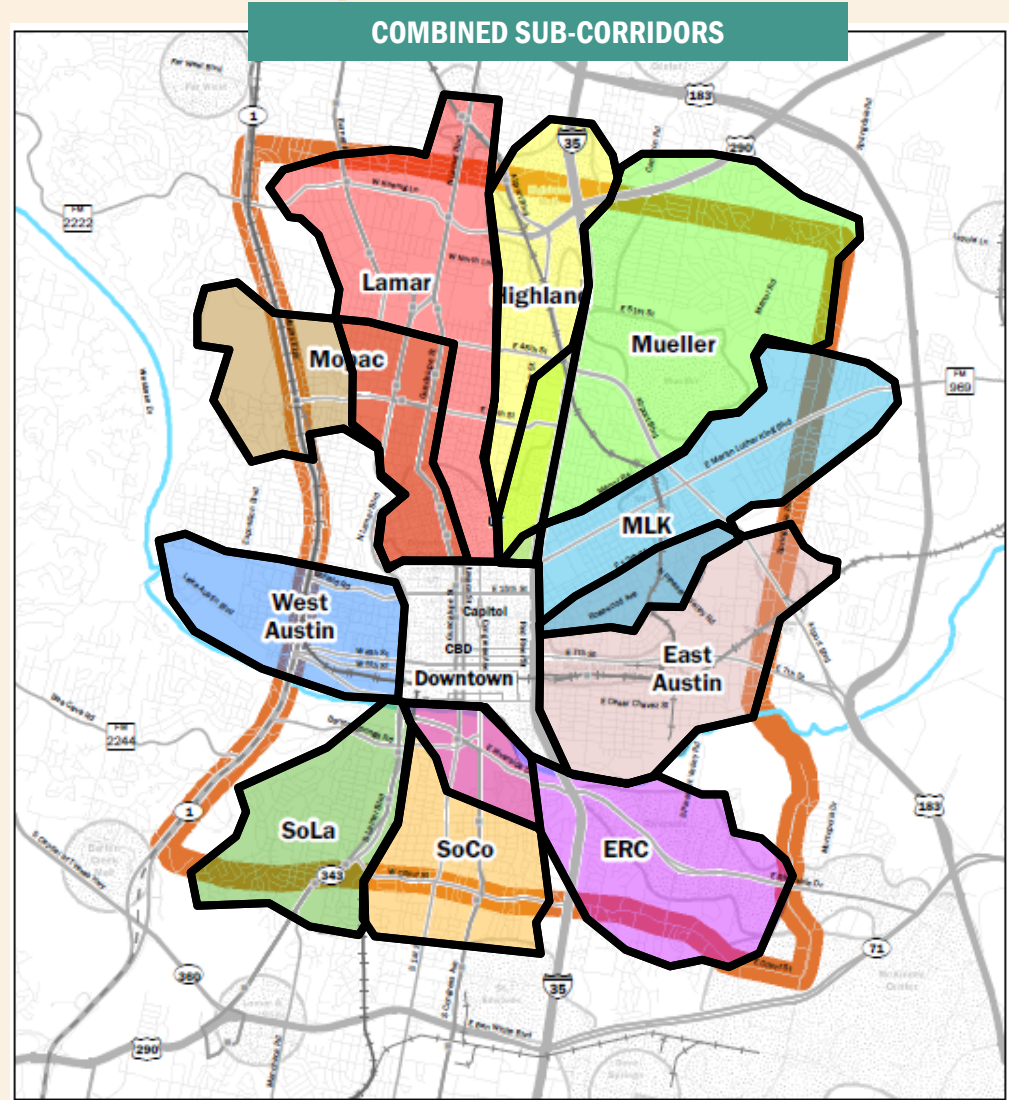
- Initially identified according to ~40-mi Urban Rail System / Layer
- 6 Sub-Corridors radiating from Downtown (“Downtown to...”)



# 5

## Central Corridor Sub-Corridor Identification

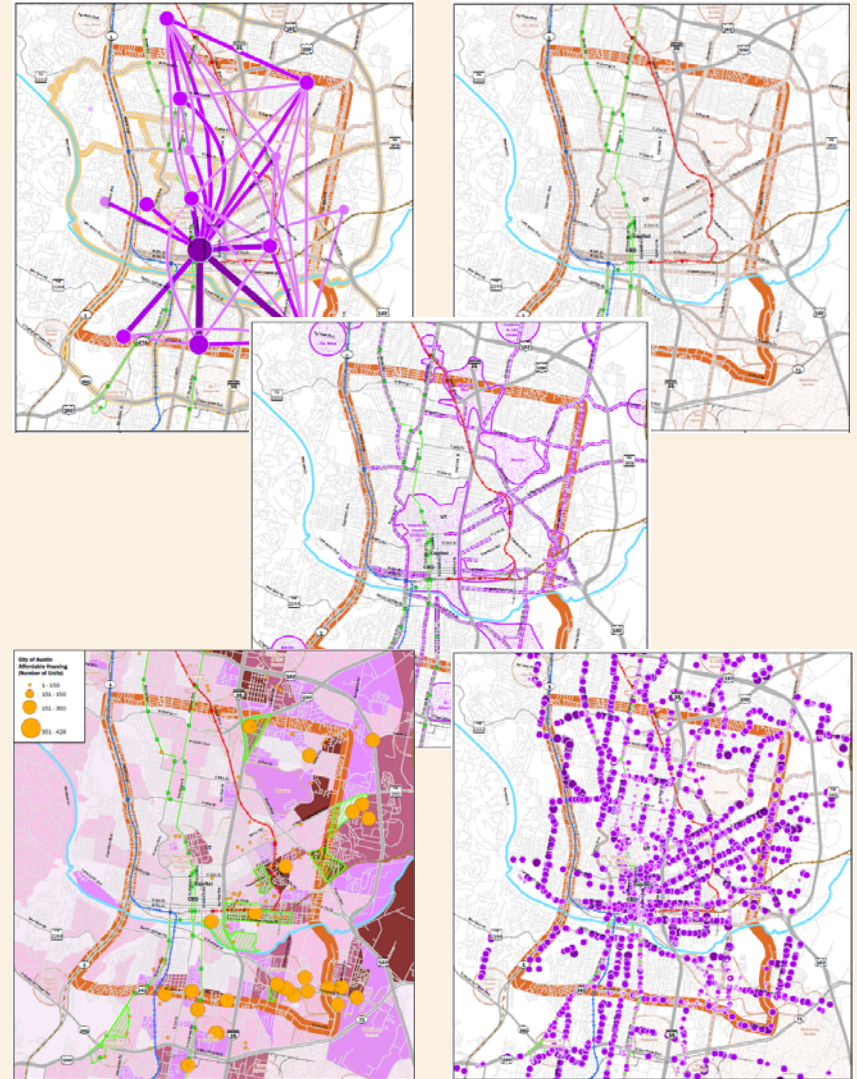
- 10 Sub-Corridors
- Data suggested adding 4 more (SoLa, Highland, MLK, East Austin)
- Some Sub-Corridors overlap
- Similar to Project Connect system plan approach, emphasizing trips to Downtown ('core of the core')
- Downtown part of each Sub-Corridor, but not used in comparison



## 5

## Central Corridor Sub-Corridor Identification

- No one map ‘tells the story’
- Maps *inform* and *guide* – technical expertise *draws*
- Taken together they help complete the picture



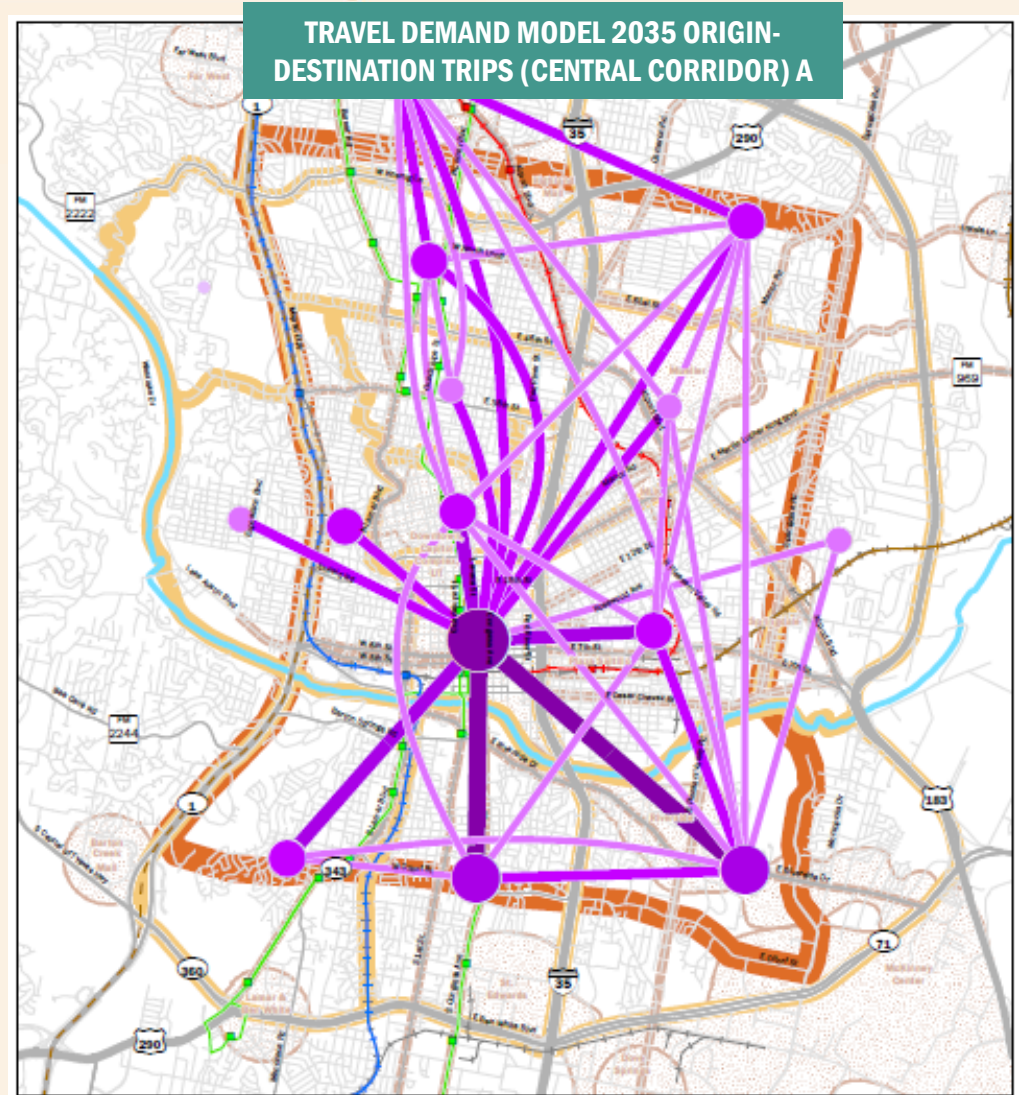


# 5

## Central Corridor Sub-Corridor Identification

### Origin-Destination Trip Pairs

- Radial nature of travel patterns reinforced radial sub-corridors

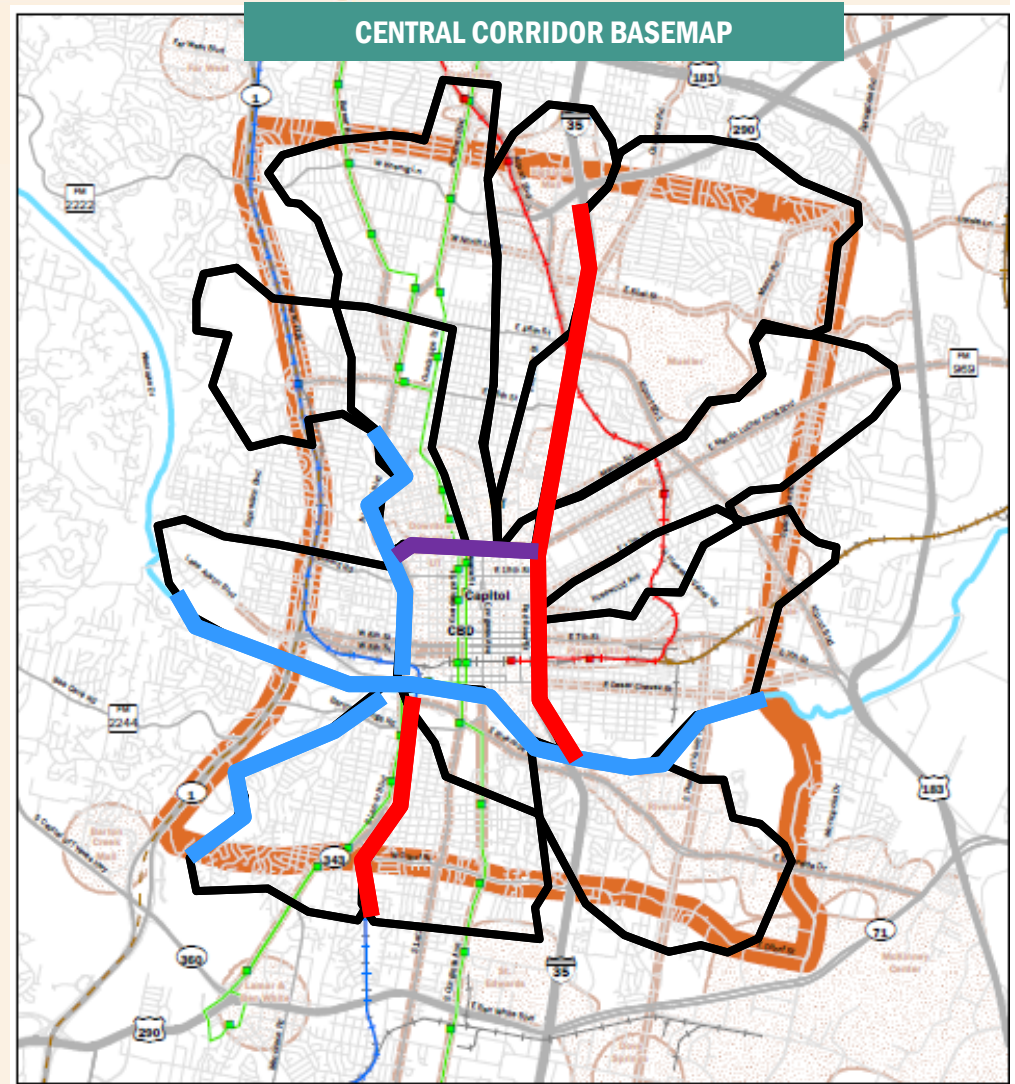


## 5

## Central Corridor Sub-Corridor Identification

### Basemap - Barriers

- Barriers guide boundaries:
  - Water ways
  - Transportation features
  - UT

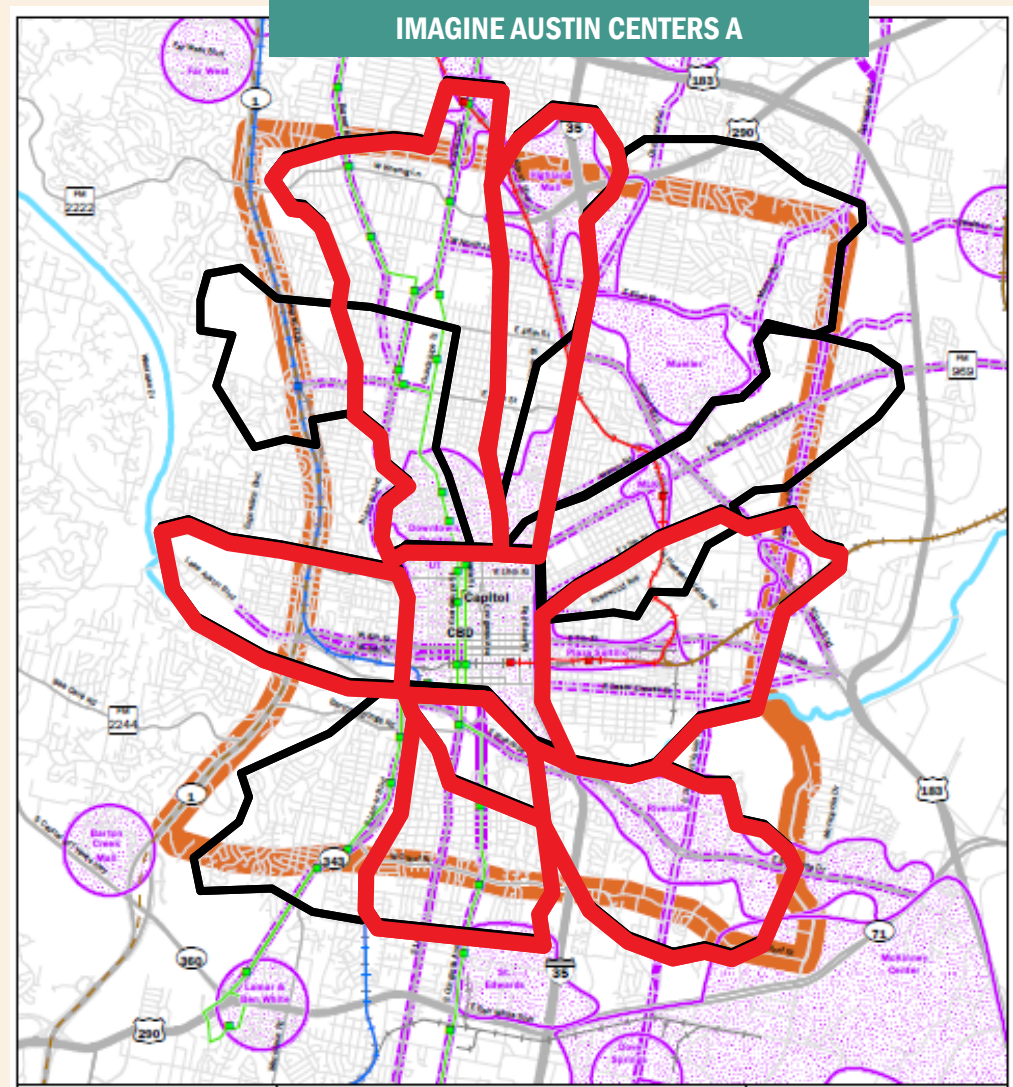


# 5

## Central Corridor Sub-Corridor Identification

### Basemap – Centers

- Centers – areas and corridors – anchor sub-corridors



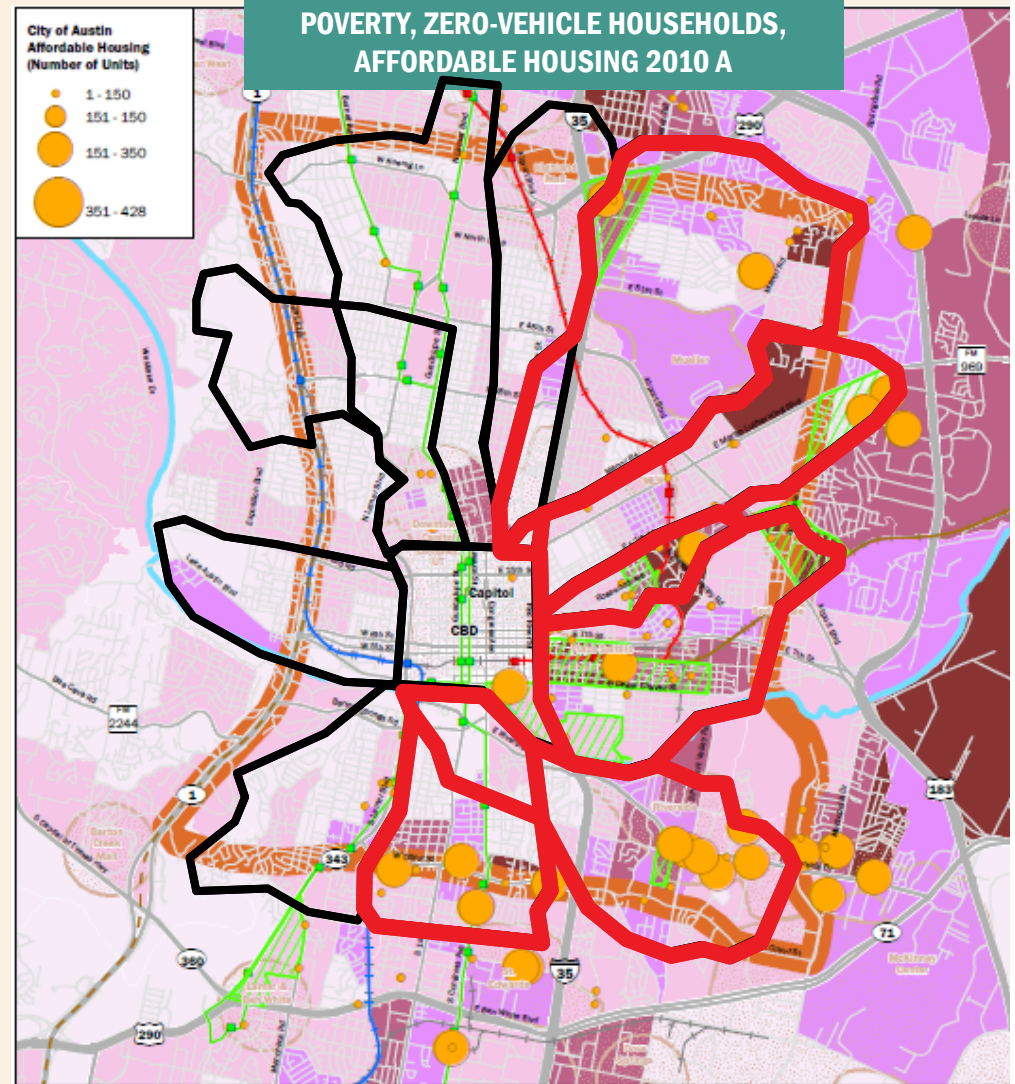


## 5

## Central Corridor Sub-Corridor Identification

### Transit Dependent Riders 2010

- FTA ratings favor projects that serve affordable housing, low income areas, and zero car households

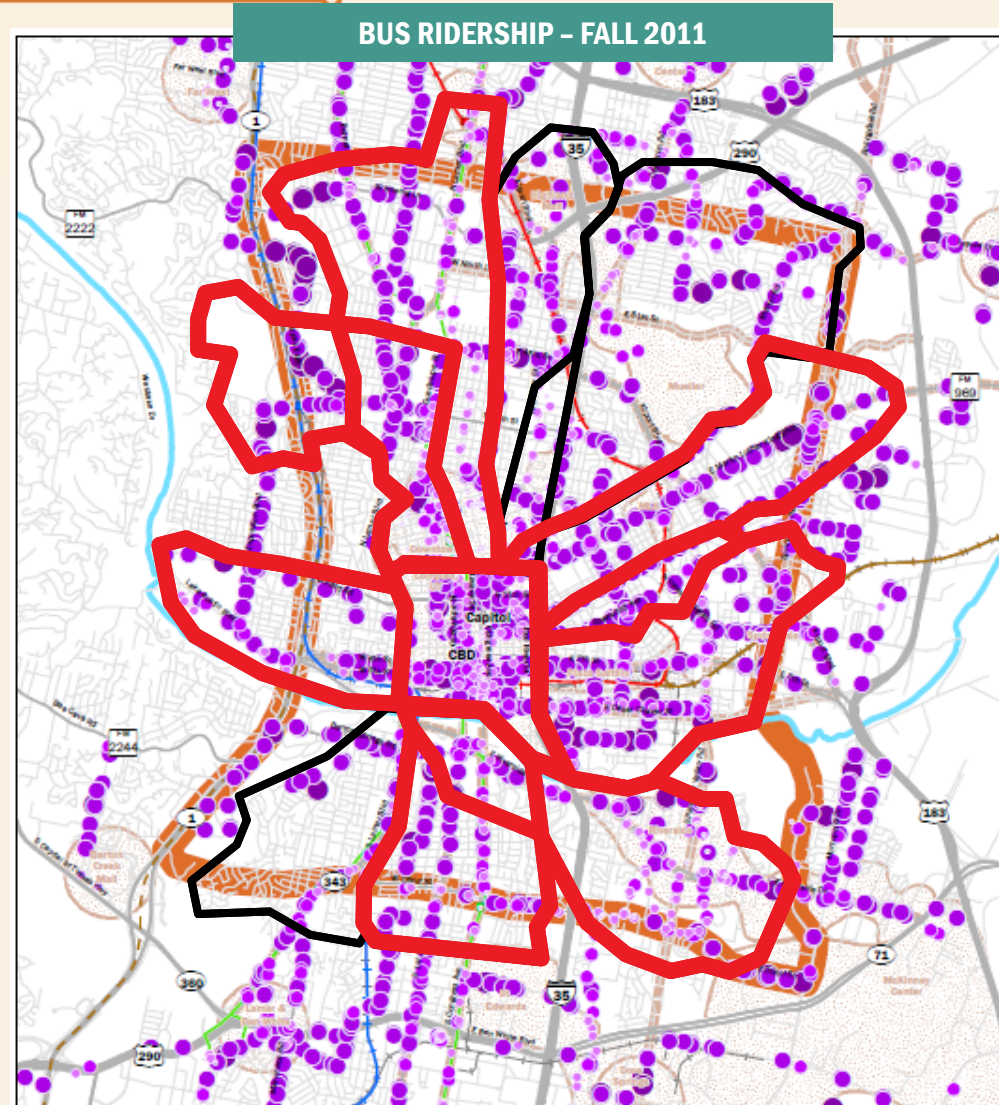


# 5

## Central Corridor Sub-Corridor Identification

### Bus boardings 2011

- Existing bus ridership reinforces radial travel patterns and sub-corridor outer limits





# 5

## Central Corridor Sub-Corridor Identification

All appropriate Sub-Corridors within the Central Corridor have been identified.

- A. Strongly Agree
- B. Agree
- C. Neutral
- D. Disagree
- E. Strongly Disagree

# 6

## Sub-Corridor Definition

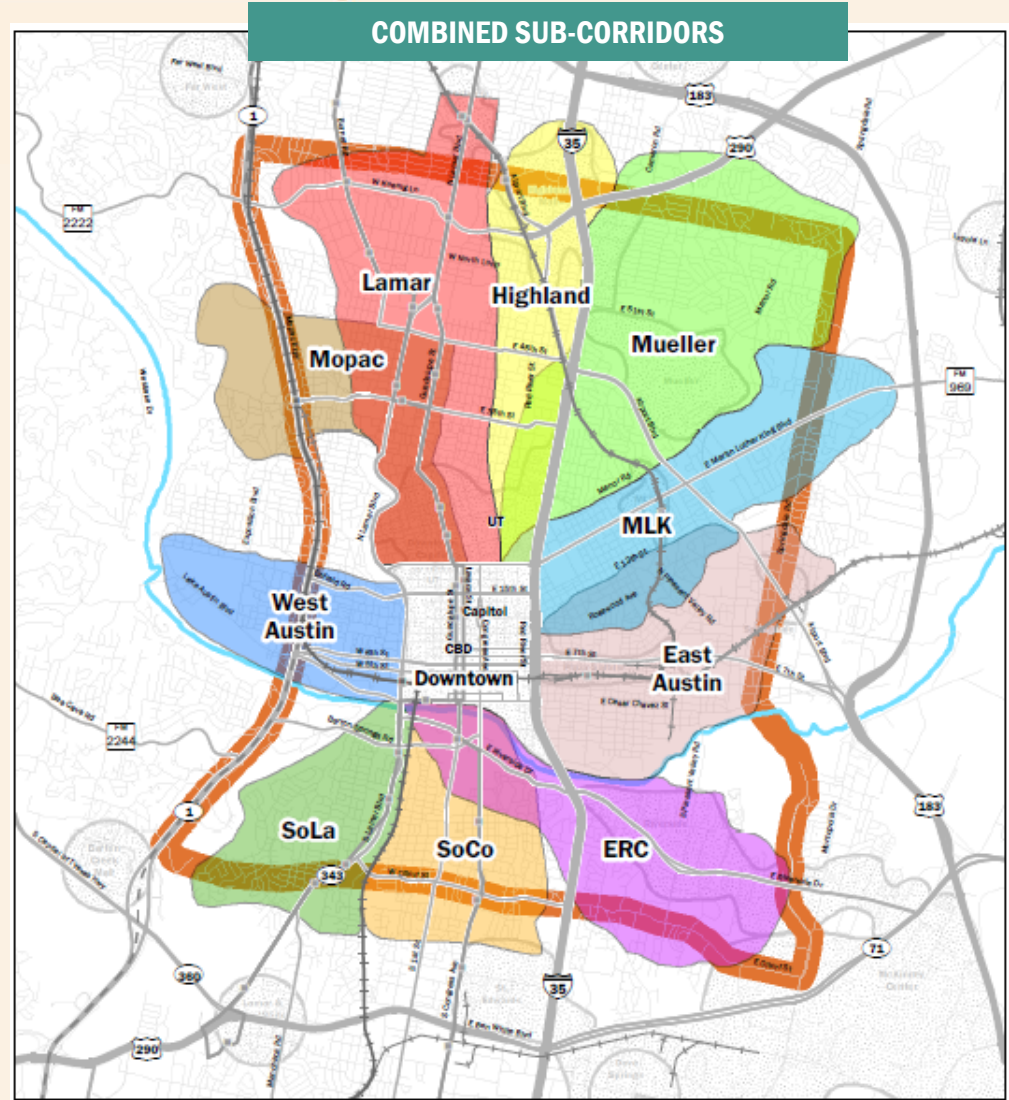
### **Sub-Corridor:**

**A defined geographic area with characteristics and facilities serving similar travel patterns.**

# 6

## Central Corridor Sub-Corridor Definition

- Compile characteristics
- Define/refine boundaries, destinations in/out
- Evaluation will be 'normalized' where appropriate to account for variation
- Focused ultimately on selection of priority – next investment



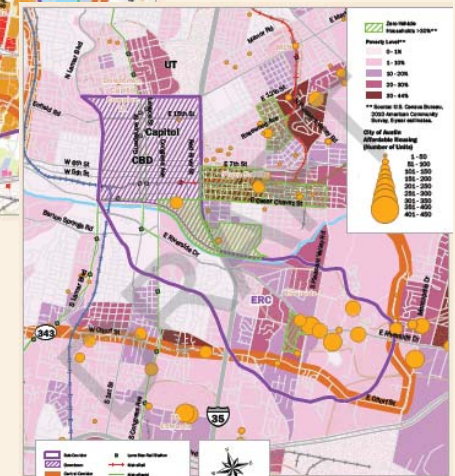
# 6

## Central Corridor Sub-Corridor Definition

- Sub-Corridor Definition Packages
  - Set of maps for each Sub-Corridor
  - Highlights characteristics and travel patterns
- Coming Soon!



**COMING SOON!**



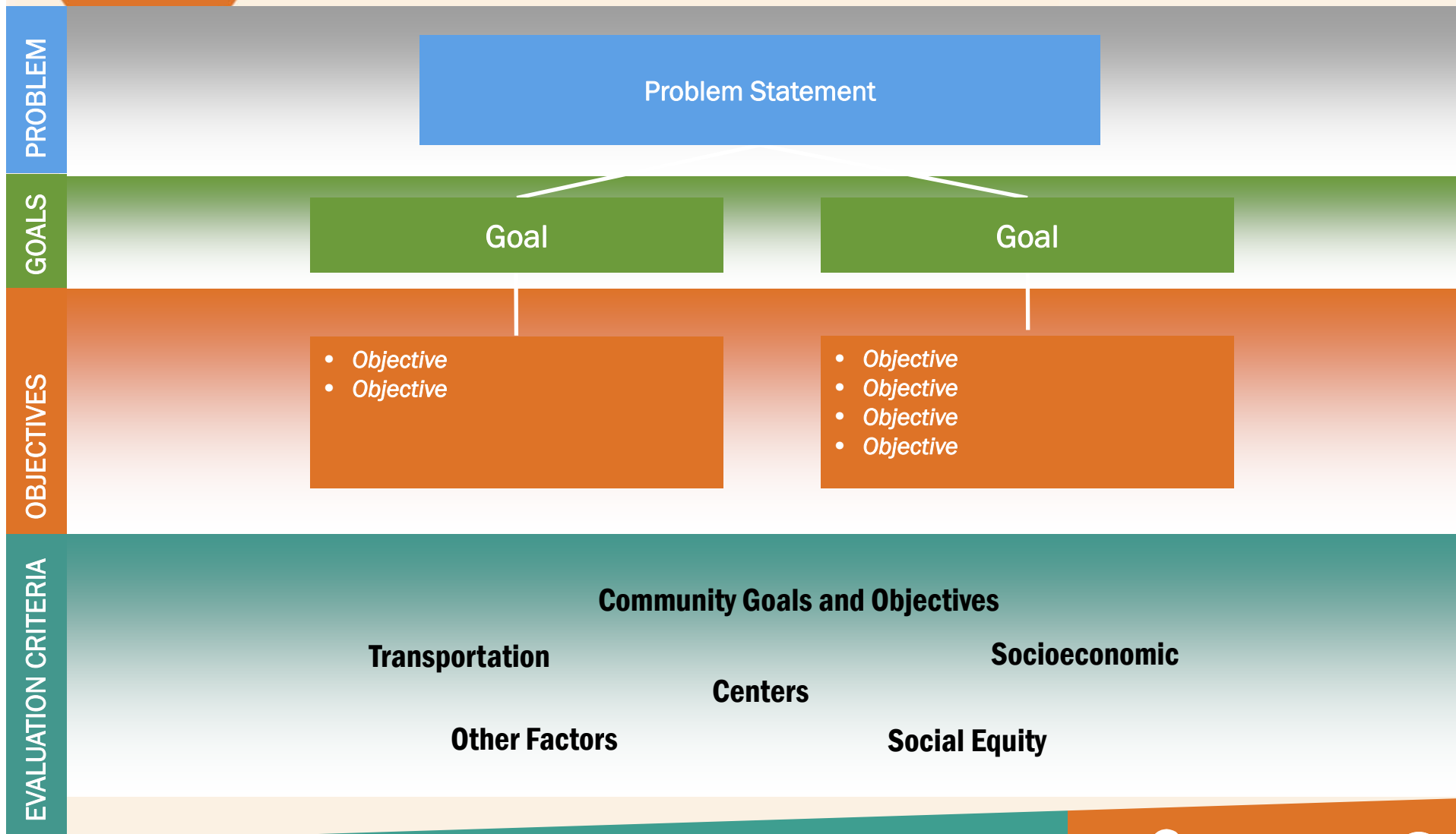


7

# Methodology/ Criteria

# 7

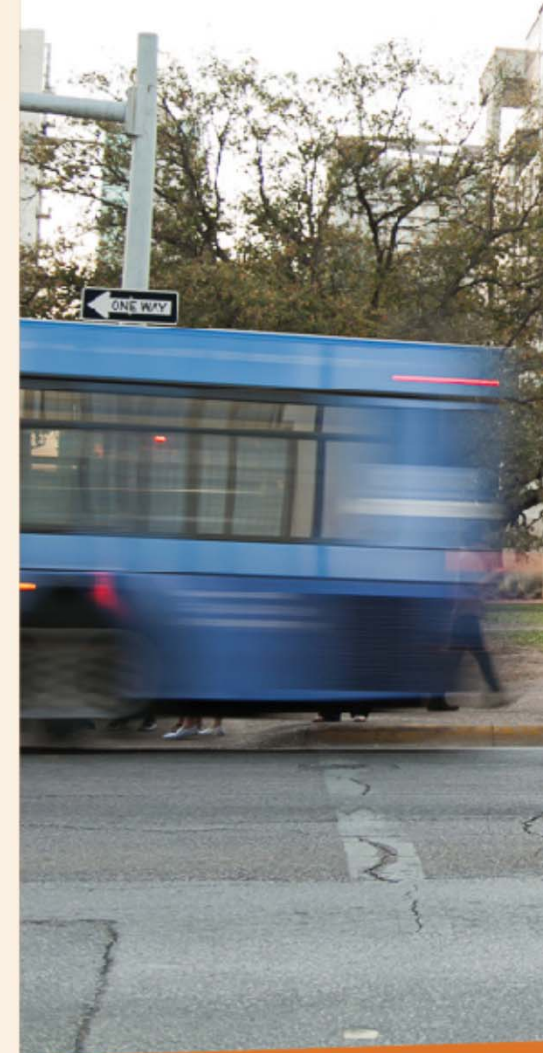
## Methodology/ Criteria



## 7

## Methodology/ Criteria

- Flow from Problem Statements, Goals & Objectives
- Focus on prioritizing/phasing Sub-Corridors
  - Emphasize differentiation
  - Not for selecting alignments
- Sources include data (Map Book), Imagine Austin, Project Connect, FTA, etc.



8

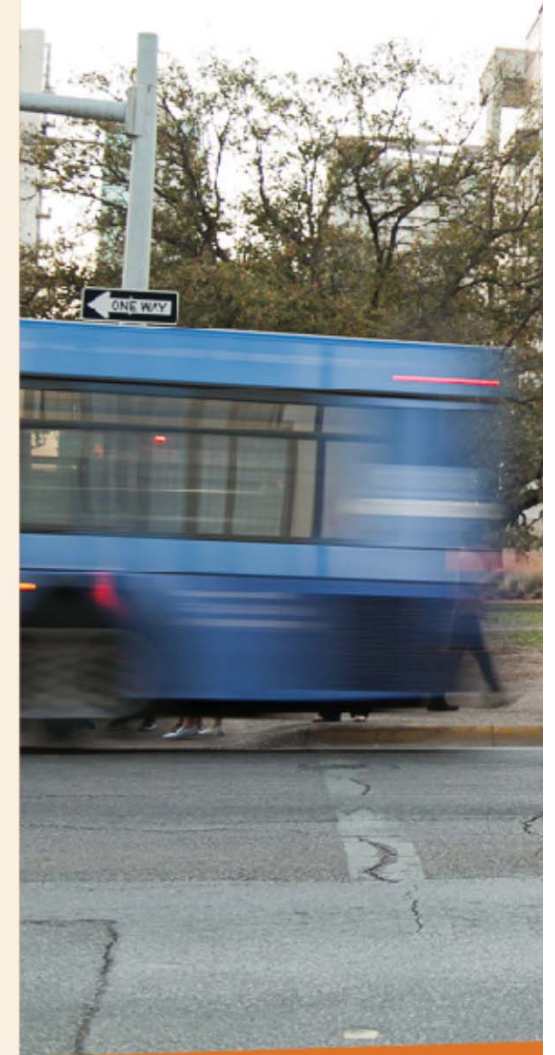
## Next Steps



## 8

## Next Steps

- Complete Define Sub-Corridors
- Complete Methodology/Criteria
- Begin Evaluate Sub-Corridors
- Ongoing Public Outreach



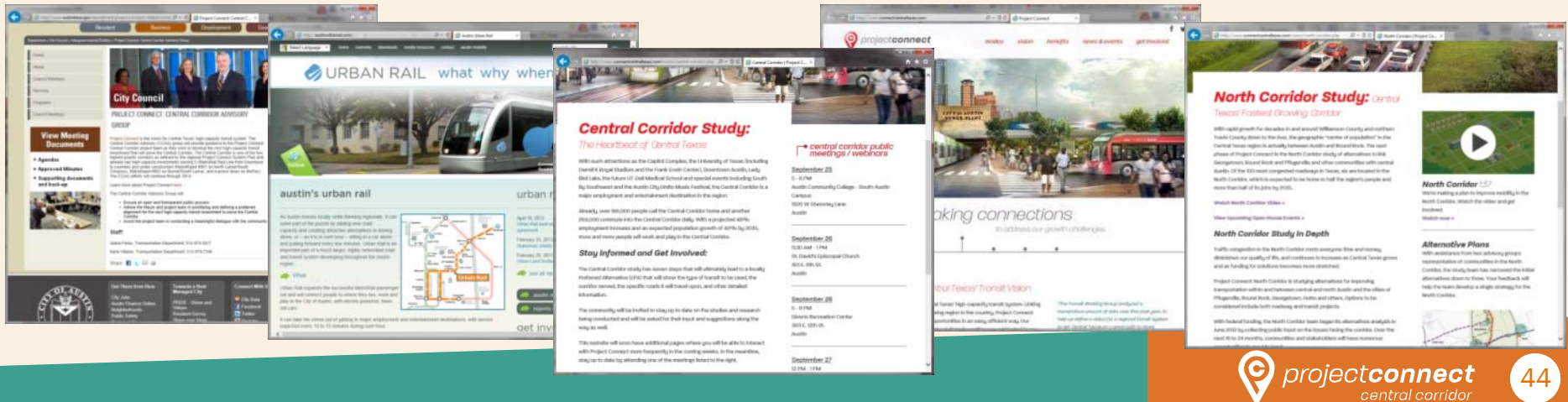
9

**Next Meeting  
October 11th**

# 9

## More Information

- Central Corridor HCT Study: [projectconnect.com/vision/central-corridor.php](http://projectconnect.com/vision/central-corridor.php)
- CCAG: [www.austintexas.gov/departments/project-connect-central-corridor-advisory-group](http://www.austintexas.gov/departments/project-connect-central-corridor-advisory-group)
- Urban Rail: [www.austinurbanrail.com](http://www.austinurbanrail.com)
- Project Connect: [projectconnect.com](http://projectconnect.com)
- Project Connect: North Corridor: [projectconnect.com/vision/north-corridor.php](http://projectconnect.com/vision/north-corridor.php)



# THANK YOU



*project***connect**  
central corridor