

# CENTRAL CORRIDOR ADVISORY GROUP

## MEETING #5

November 1, 2013, 1:30 pm – 3:30 pm

Austin City Hall, Council Chambers

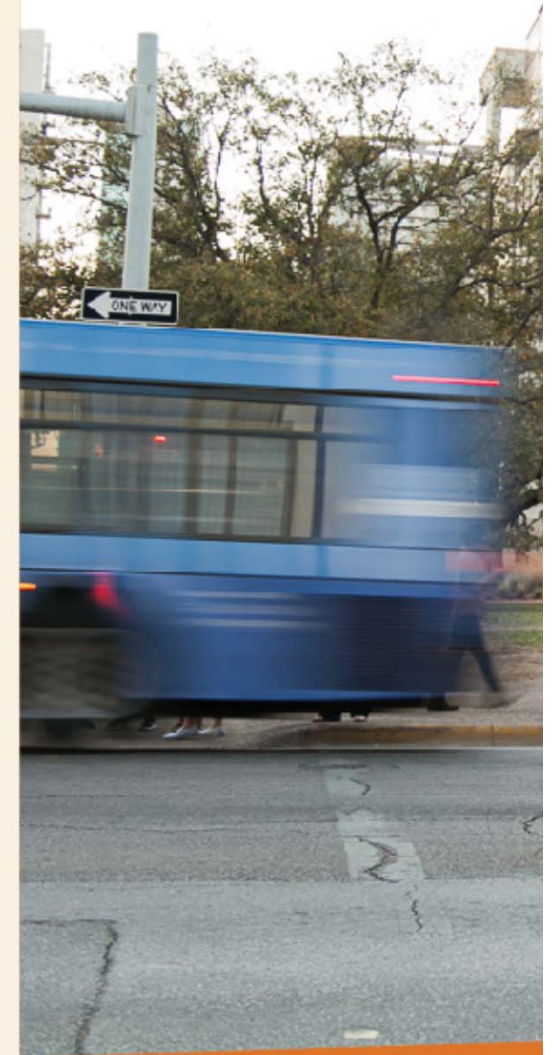


*project***connect**  
central corridor

# 1

## Agenda

- 1) Welcome & Introductions
- 2) Public Involvement Update
- 3) Comments
- 4) Continue Step 3 – Evaluation Matrix
- 5) Continue Step 3 – Evaluation Data
- 6) Upcoming Activities
- 7) Citizen Communication
- 8) Next Meeting – November 15, 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



# 1

## Work Plan & Schedule

### Decision-Making Process

- Phase 1: Select Priority Sub-Corridor

Current  
Progress

|   |                                      |          |                                   | 2013 |     |     |     |     |     | 2014 |     |     |     |     |     |     |     |
|---|--------------------------------------|----------|-----------------------------------|------|-----|-----|-----|-----|-----|------|-----|-----|-----|-----|-----|-----|-----|
|   |                                      |          |                                   | 1    | 2   | 3   | 4   | 5   | 6   | 7    | 8   | 9   | 10  | 11  | 12  | 13  | 14  |
|   |                                      |          |                                   | Jul  | Aug | Sep | Oct | Nov | Dec | Jan  | Feb | Mar | Apr | May | Jun | Jul | Aug |
| Phase 1<br>Select Priority Sub-Corridor | Step 1: Kick-Off/Process             | Task 1   | Work Plan/Decision-Making Process |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   | Step 2: Define Sub-Corridors         | Task 2   | Framework/History                 |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   |                                      | Task 3   | G&O/Problem Statement             |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   |                                      | Task 4   | Methodology/Criteria              |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   |                                      | Task 5   | Identify Sub-Corridors            |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   |                                      | Task 6   | Define Sub-Corridors              |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   | Step 3: Select Priority Sub-Corridor | Task 7   | Evaluate Sub-Corridors            |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   |                                      | Task 8   | Select Priority Sub-Corridor      |      |     |     |     |     |     |      |     |     |     |     |     |     |     |
|   |                                      | Decision |                                   |      |     |     |     |     | *   |      |     |     |     |     |     |     |     |

# 1

## The Road to the Priority Sub-Corridor

### CCAG Meetings

- November 1
  - Present Data (2 of 2)
  - Evaluation Process
  - *Public Comment*
- November 15
  - Evaluation Results
  - Project Team Recommendations
  - *Public Comment*
- December 6
  - *Public Comment*
  - CCAG Selection

### Board & Council Briefings

- December 11
  - Capital Metro Board
- December 12
  - Austin City Council
- TBD
  - Lone Star Board

2

# Public Involvement Update

## 2

## Step 2 Public Involvement (10/11 - 10/29)

- Public Briefings
  - 10/15 Austin City Council Work Session
  - 10/22 Planning Commission
  - 10/28 Capital Metro Board of Directors



## 2

## Step 2 Public Meetings

- 4 Public Open Houses 9/25 – 10/2
- 1 Online Open House 9/27
- 6 Stakeholder Briefings 10/16 -10/28
- Responses to additional webinar questions posted on-line





## 2

## Upcoming Public Workshops

- November 5, 6 pm – 9 pm
  - Norris Conference Center, 2525 W Anderson Ln
- November 6, 6 pm – 8:30 pm
  - Faith United Methodist Church, 2701 S Lamar Blvd
  - Webinar, 12 pm – 1 pm
- November 7, 12 pm – 1:30 pm
  - St. David's Episcopal Church, 301 E 8th St

## 2

## Step 3 Upcoming Public Engagement

- Online Engagement Tool – in development
- Televised Community Conversation – in development
- Stakeholder Group Briefings
  - 10/31 Austin Urban Rail Action Data Workshop
  - 11/01 Austin Environmental Democrats
  - 11/04 West Austin Neighborhood Group
  - 11/05 Old West Austin Neighborhood Association
  - 11/07 Austin Chamber Transportation Committee
  - 11/19 UT Student Government Assembly
  - More pending

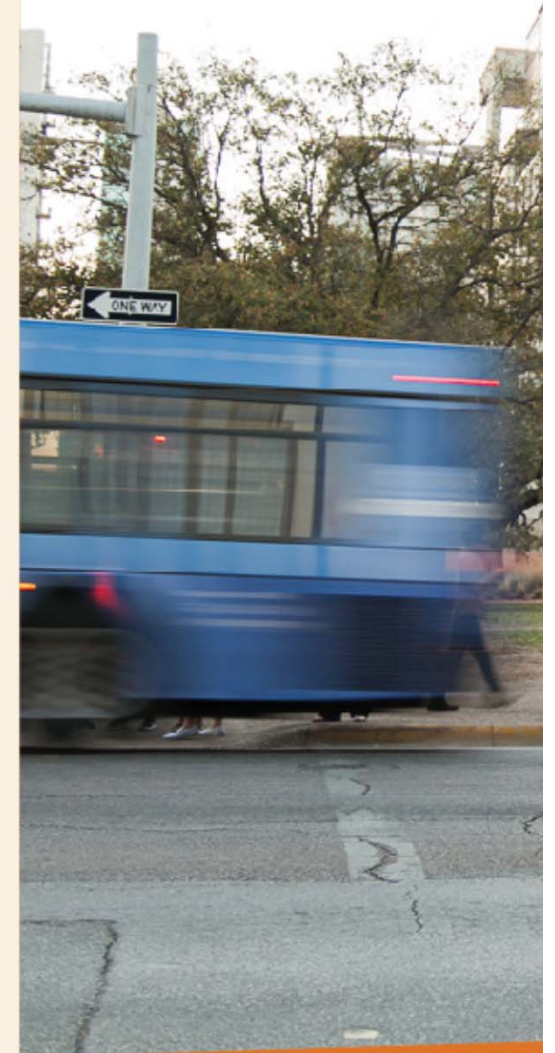
3

## Comments

# 3

## Comments

- Comments received via:
  - Social media
  - Email
  - Public meetings
- Listening log established
- Project team reviews comments as received
- Comment responses as needed

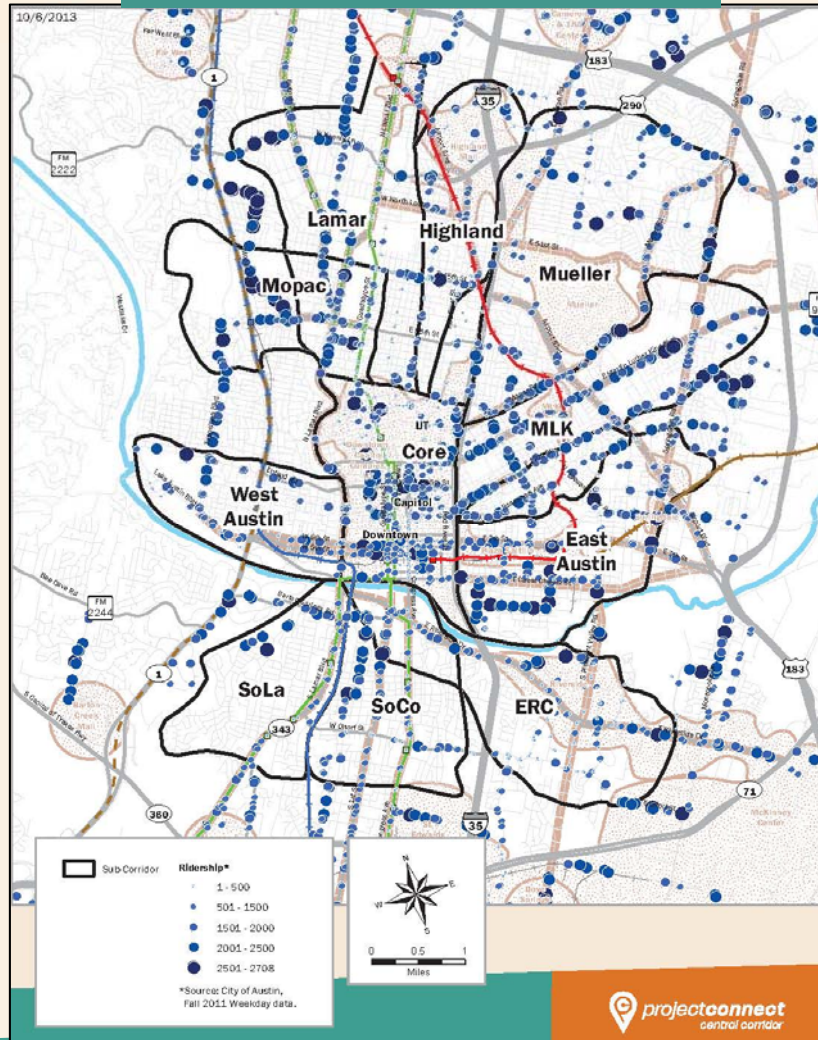


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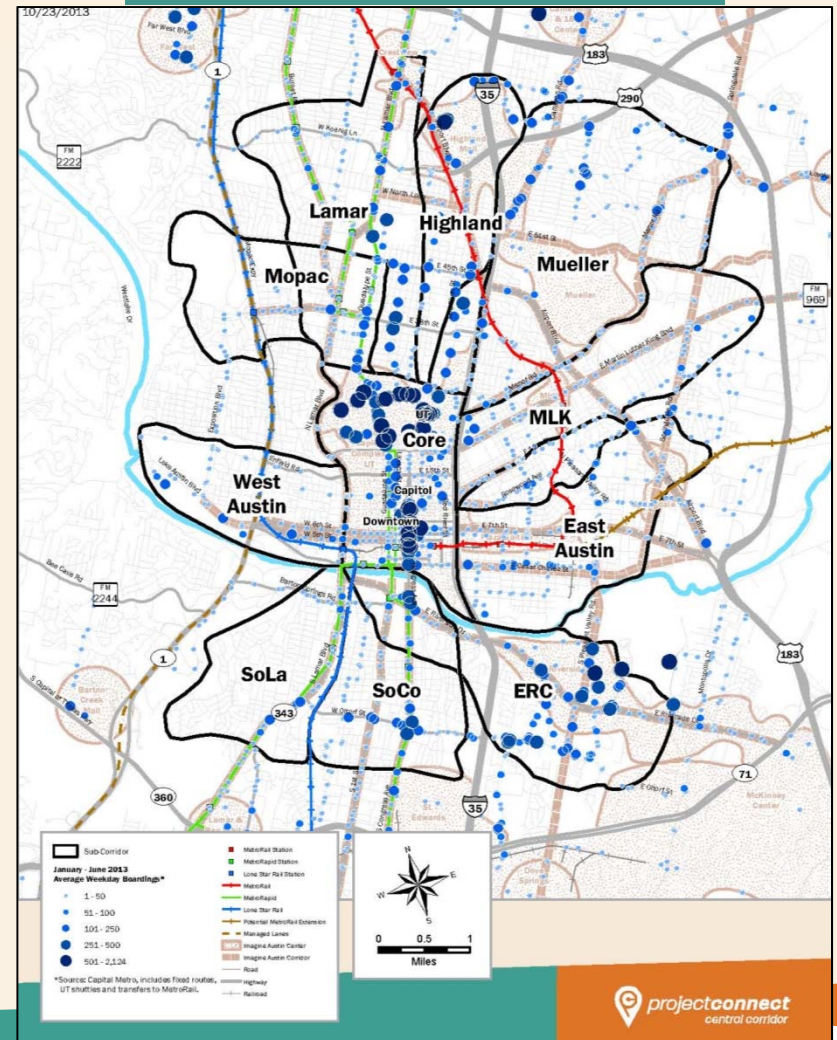
## Corrected Ridership Map

New

ORIGINAL USING STOP RANKINGS



BOARDINGS SPRING 2013





# 3

## Sub-Corridor Summaries

- Snapshots of pertinent information about each sub-corridor

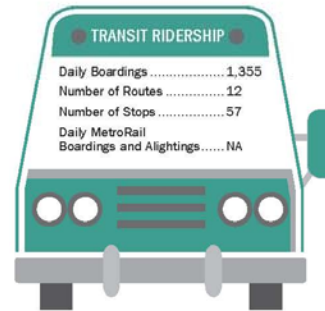
Central Corridor High-Capacity Transit Study

tral Corridor High-Capacity Transit Study

### WEST AUSTIN



| System Accessibility                  |      |
|---------------------------------------|------|
| Zero-Car Households (2010)            | 5.2% |
| Population Below Poverty Level (2010) | 2.9% |
| Population over 65 (2010)             | 5.9% |

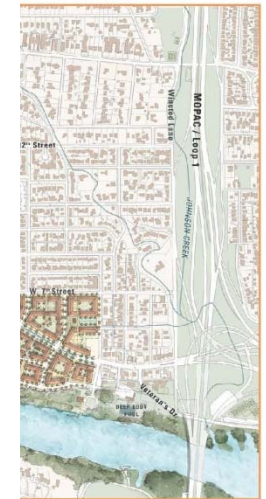
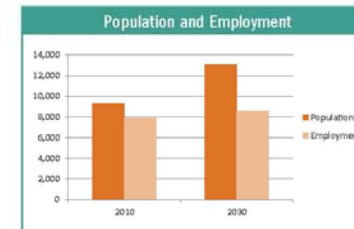


### FAST FACTS

- Total area: 2.22 square miles
- Ann and Roy Butler Hike and Bike Trail
- Brackenridge Tract (currently UT student housing and Lions Municipal Golf Course) offers opportunity for redevelopment
- Major employers: LCRA, BBVA Compass, Home Away
- Amtrak station, Mopac managed lanes
- High congestion due to lack of non-arterial roads in the sub-corridor

Total Households  
(2010)  
5,191

Total Affordable  
Housing Units  
(2010)  
0



| Image Austin Centers   |      |
|------------------------|------|
| Image Austin Centers   | 0    |
| Image Austin Centers   | 0    |
| Image Austin Corridors | 2    |
| Image Austin Corridors | 3.37 |

projectconnect  
central corridor

projectconnect  
central corridor

projectconnect  
central corridor

# 3

## West Campus

- Why include West Campus in core?
  - Dominant travel pattern from West Campus is to UT
  - Land use and zoning tied to UT
  - Imagine Austin Center that includes UT also includes nearly all of the West University Neighborhood Planning Area

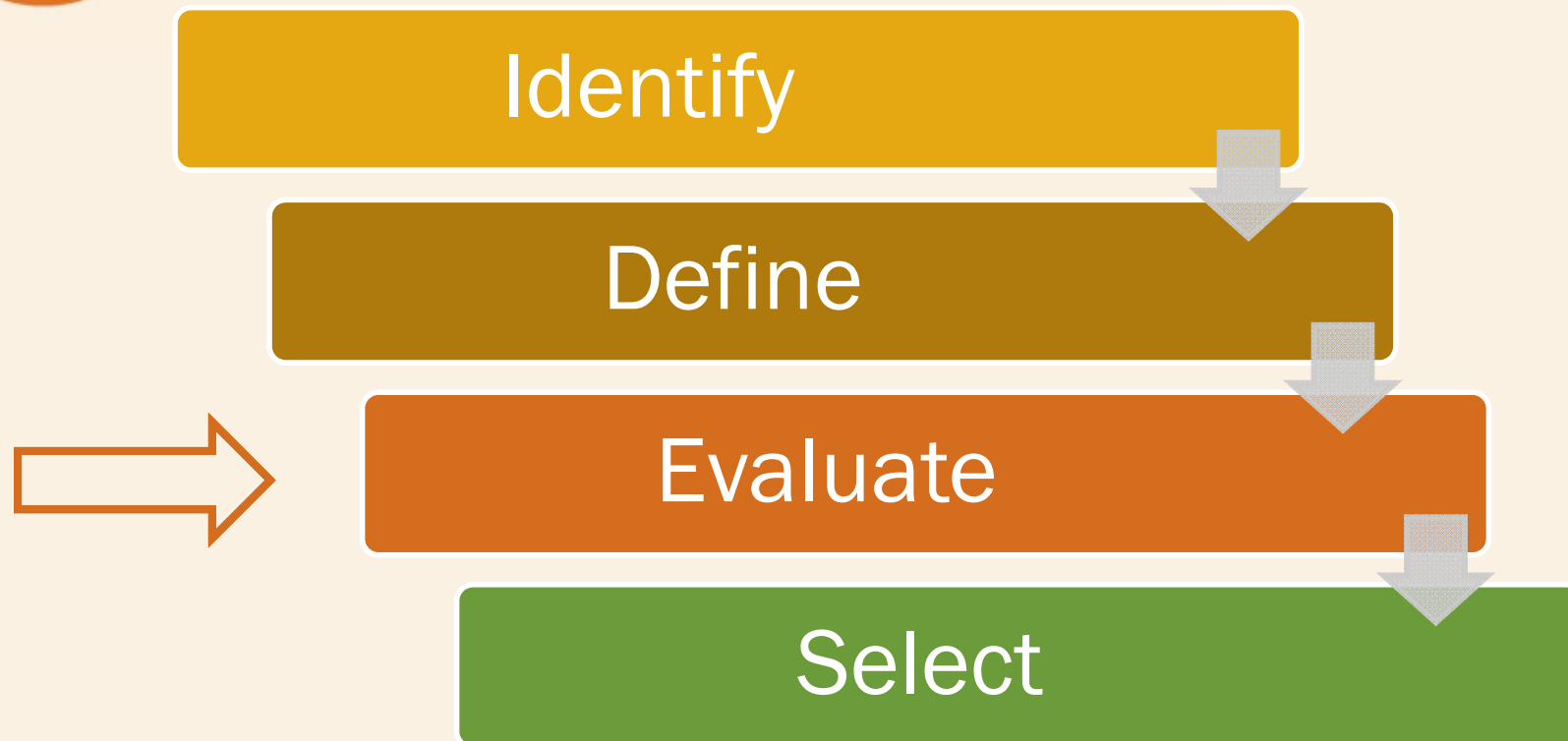


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## Continue Step 3 - Evaluation Matrix

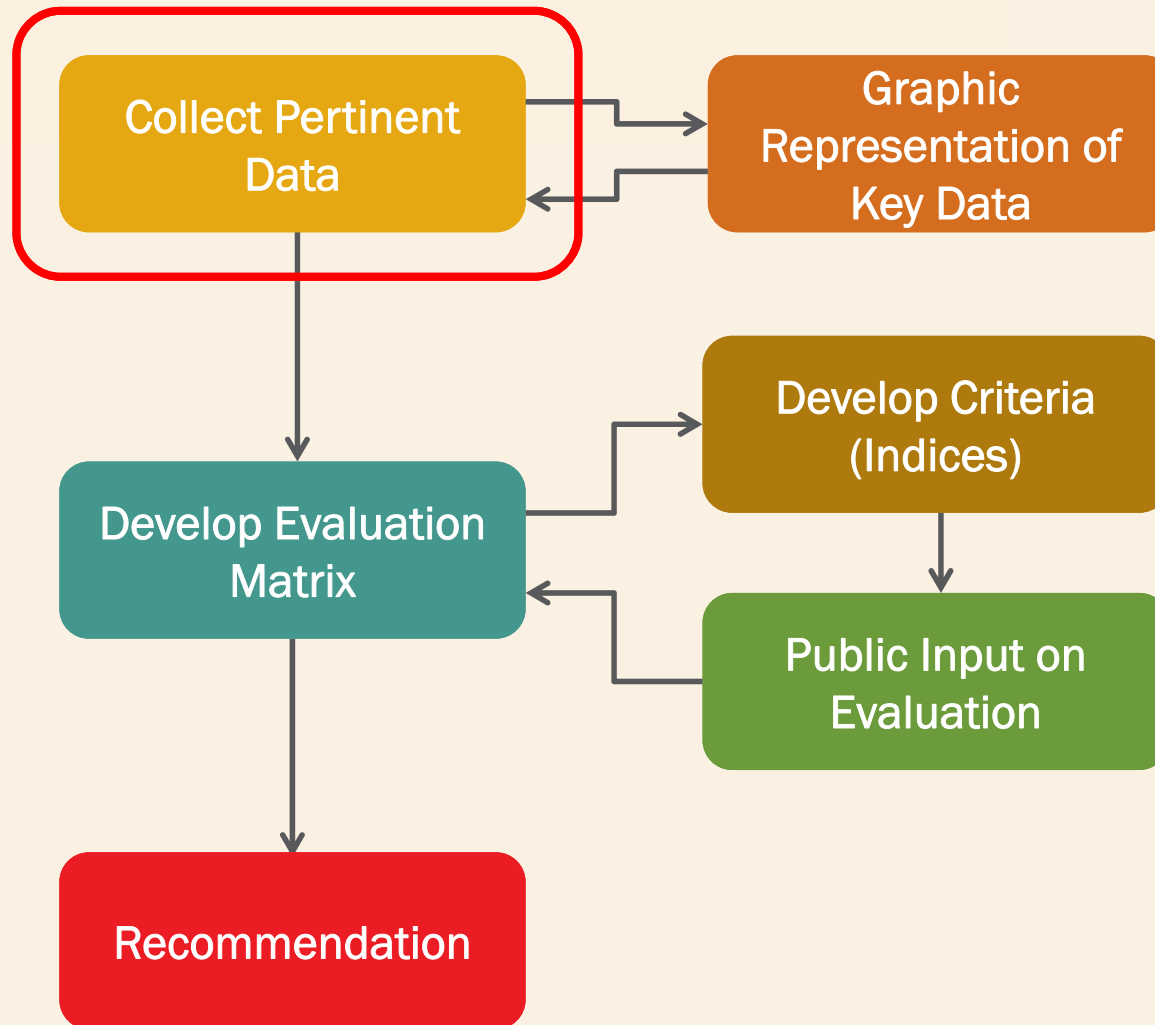
4

## Evaluation Process



# 4

## Evaluation Process



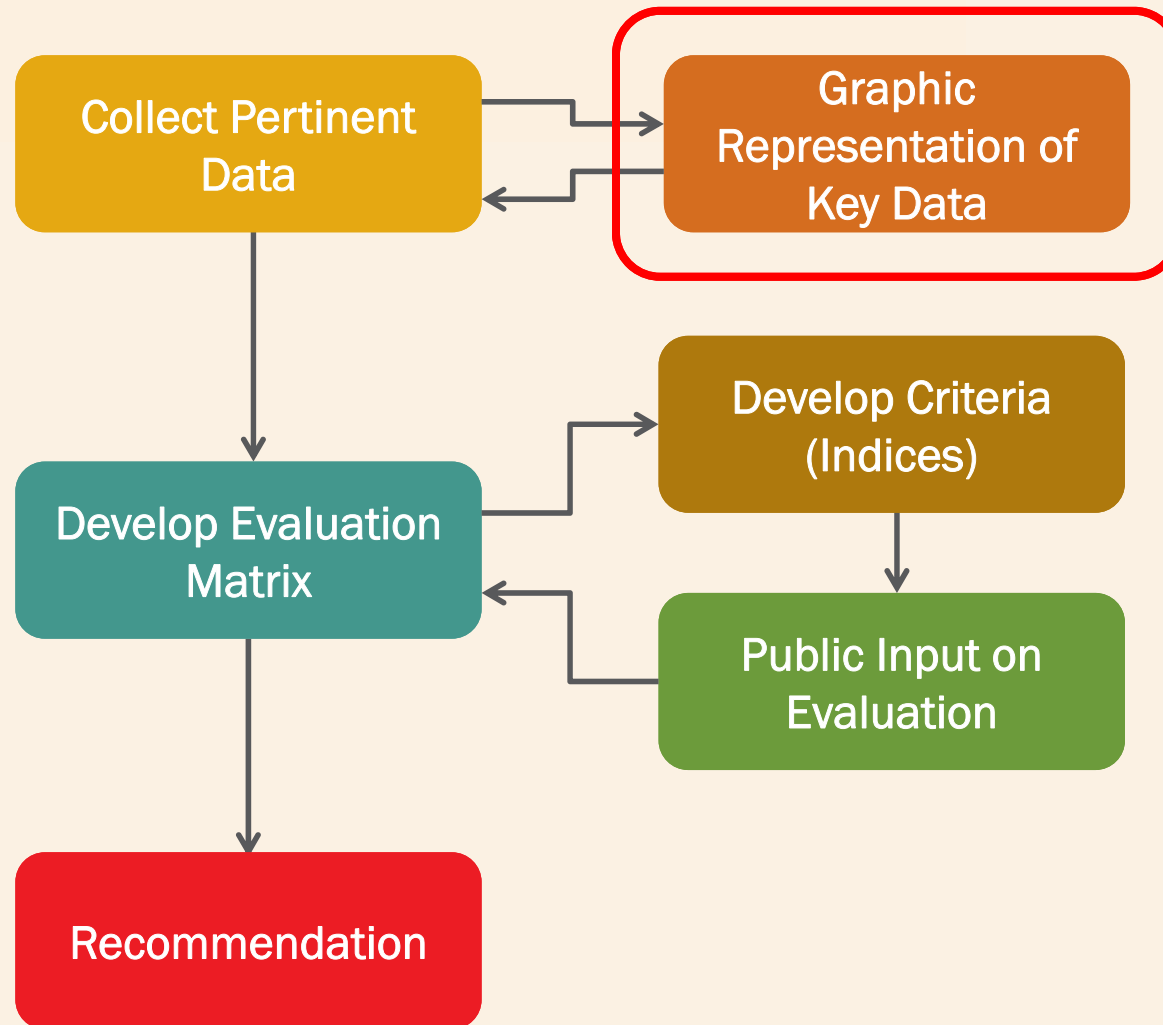
# 4

## Data Collection

- On-going
- Variety of readily available sources
  - Data “focused” on addressing Central Corridor problem statements
- CAMPO Model
  - Licensed non-conforming use
  - Updated demographics

# 4

## Evaluation Process



# 4

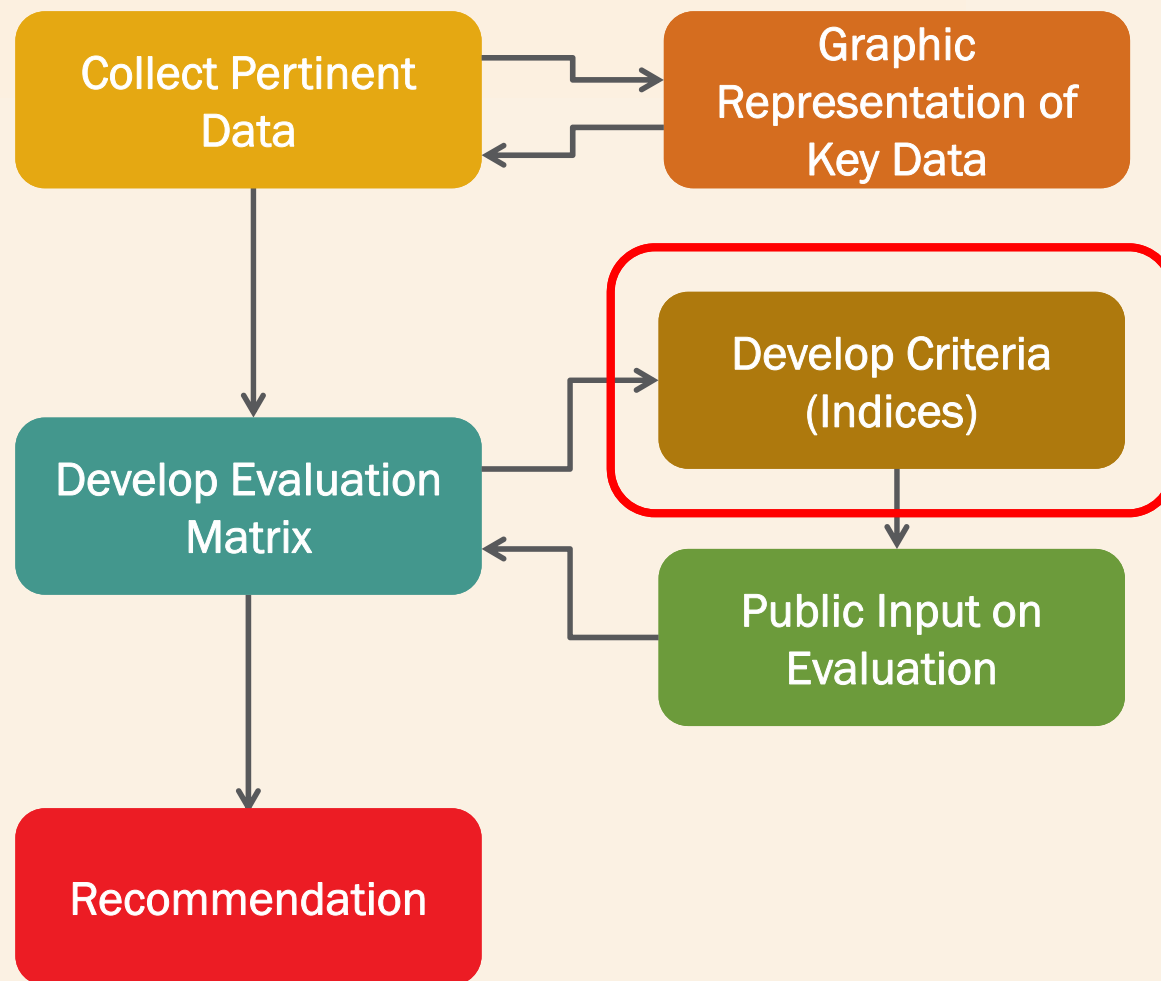
## Map Book

- ‘Working’ reference
- Used to define sub-corridors
- Foundation for evaluation
- Data table will be provided
  - Data Dictionary
  - Quality Control on-going



# 4

## Evaluation Process





# 4

## Develop Evaluation Criteria

- Criteria have evolved
- Started with broad categories
  - Socioeconomic
  - Transportation
  - Centers
  - Social Equity
  - Other
- Sought input from public at open houses

# 4

## Develop Evaluation Criteria

- Developed more detailed criteria
  - Reviewed at CCAG#4
  - CCAG selected “important” criteria
    - Future Congestion
    - Future Population Density
    - Future Employment Density
    - Ridership Potential
    - Imagine Austin Centers

# 4

## Evaluation Criteria Refinement

- Transitioned to index-based approach
  - What is an index?
    - Combine specific data measures to create a common score
  - Benefits of indices
    - Aid in evaluation
    - Allow weighting factors to be applied

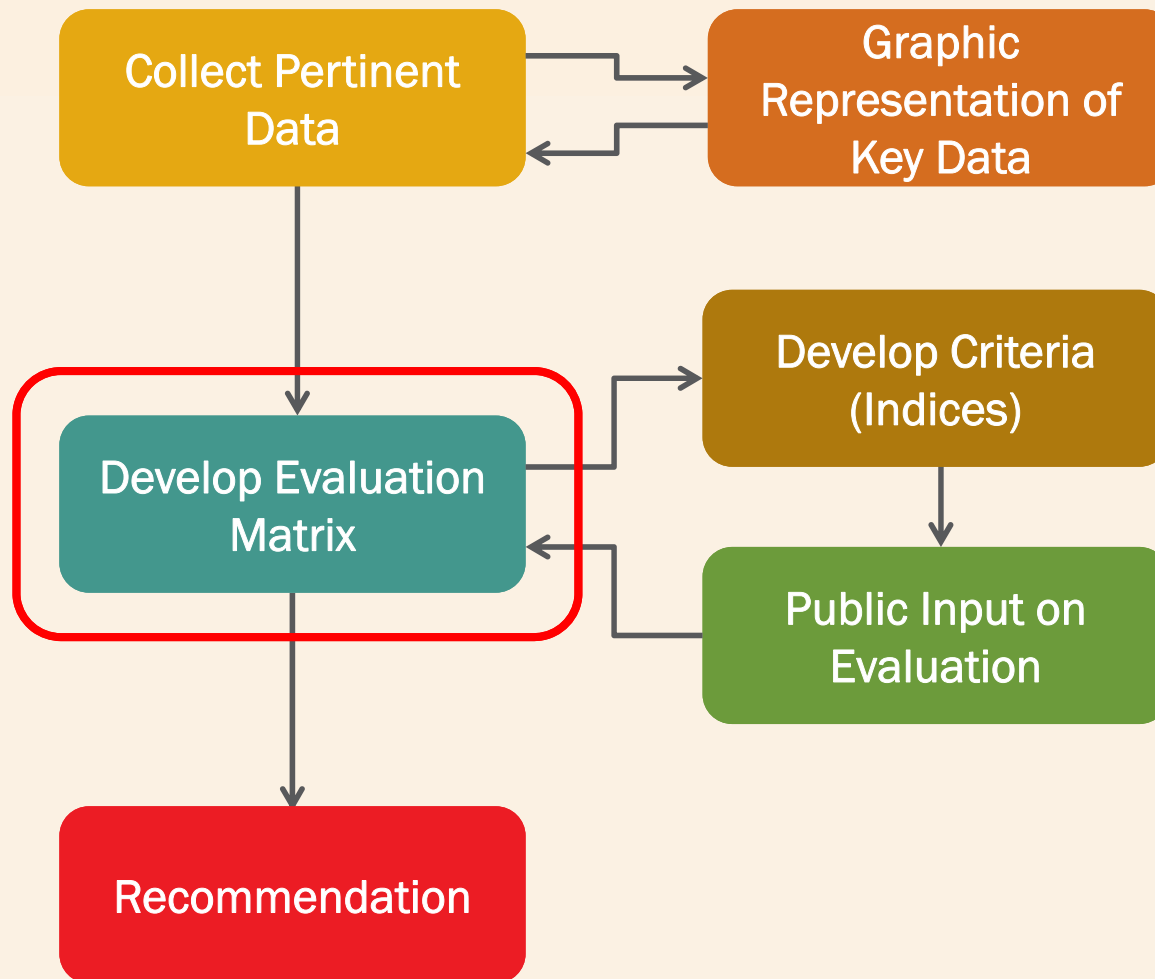
## 4

## Evaluation Criteria Guide – SAMPLE

| PROBLEMS | CRITERIA                   | MEASURES  |
|----------|----------------------------|---|
| System   | Ridership Potential        | Transit Orientation Index                                   |
|          | Connectivity Index         | Complementary HCT Connections (number of stops)             |
|          |                            | Competitive HCT Overlap (number of stops)                   |
|          |                            | Bus Route-Miles per lane mile                               |
|          |                            | Pedestrian and Bike Connectivity                            |
|          | Transit Demand Index       | Transit Orientation Index 2010                              |
|          |                            | Existing Ridership - (avg. daily boardings per square mile) |
|          |                            | Percent Poverty   |
|          |                            | Percent Zero-car Households                                 |
|          |                            | Percent Population Over 65                                  |
| Core     | Affordability Index        | Household Transportation Costs                              |
|          |                            | Percent Poverty   |
|          |                            | Percent Zero-car Households                                 |
|          |                            | Percent Population Over 65                                  |
|          | Economic Development Index | Increase in Jobs (per square mile)                          |
|          |                            | Increase in Wages (per employee)                            |
|          |                            | Net Revenue (per square mile)                               |
|          | Centers Index              | Percent Area <i>Imagine Austin</i> Regional Centers         |
|          |                            | Percent Area <i>Imagine Austin</i> Town Centers             |
|          |                            | Percent Length of <i>Imagine Austin</i> Corridors           |

# 4

## Evaluation Process



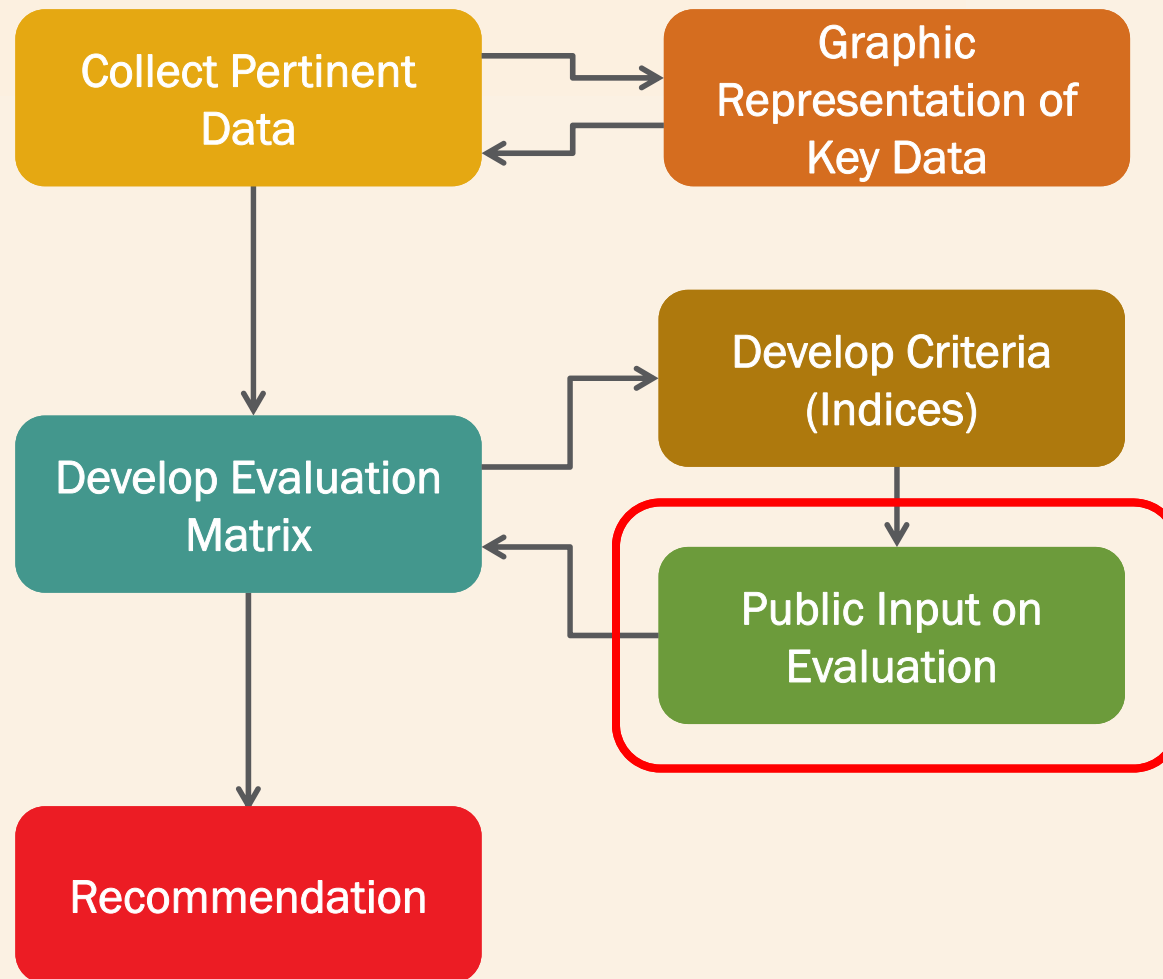
## 4

## Draft Evaluation Matrix

| Project Priority Evaluation Criteria  | Min    | Max    | West Austin | MOPAC  | Lamar  | Highland | Mueller | MLK    | East Austin |
|---|--------|--------|-------------|--------|--------|----------|---------|--------|-------------|
| Total Area (sq miles)   | 2.22   | 6.24   | 2.22        | 2.69   | 4.56   | 2.68     | 6.24    | 3.79   | 4.56        |
|   |        |        | 0.00        | 0.12   | 0.58   | 0.11     | 1.00    | 0.39   | 0.43        |
| "Parcel" Area<br>(Not including transportation infrastructure, open space, waterways) | 1.6704 | 4.9174 | 1.67        | 2.24   | 3.67   | 1.96     | 4.92    | 2.93   | 3.67        |
|   |        |        | 0.00        | 0.12   | 0.62   | 0.09     | 1.00    | 0.39   | 0.43        |
| Total Network Lane Miles (2010)   | 25.91  | 147.44 | 52.6        | 56.2   | 95.55  | 99.2     | 147.44  | 85.75  | 84.7        |
|   |        |        | 0.22        | 0.25   | 0.57   | 0.60     | 1.00    | 0.49   | 0.43        |
| Total Network Lane Miles (2030)   | 25.91  | 148.52 | 52.6        | 56.2   | 95.55  | 99.21    | 148.52  | 85.75  | 84.7        |
|   |        |        | 0.22        | 0.28   | 0.57   | 0.60     | 1.00    | 0.49   | 0.43        |
| Congested Lane Miles (2010)   | 4.91   | 24.17  | 14.1        | 12.16  | 7.38   | 19.93    | 24.47   | 12.66  | 7.38        |
|   |        |        | 0.18        | 0.37   | 0.13   | 0.77     | 1.00    | 0.40   | 0.13        |
| Congested Lane Miles (2030)   | 7.1    | 24.34  | 19.62       | 18.7   | 18.13  | 37.43    | 51.34   | 25.54  | 17.1        |
|   |        |        | 0.28        | 0.26   | 0.25   | 0.69     | 1.00    | 0.42   | 0.2         |
| % Lane Miles of Congestion (2010)   | 8%     | 27%    | 27%         | 22%    | 8%     | 20%      | 17%     | 15%    | 9%          |
|   |        |        | 1.00        | 0.71   | 0.00   | 0.63     | 0.46    | 0.36   | 0.0         |
| % Lane Miles of Congestion (2030)   | 19%    | 44%    | 35%         | 31%    | 19%    | 38%      | 35%     | 30%    | 21%         |
|   |        |        | 0.66        | 0.49   | 0.00   | 0.76     | 0.63    | 0.44   | 0.0         |
| Increase in % of Lane Miles of Congestion   | 8%     | 23%    | 8%          | 9%     | 11%    | 18%      | 18%     | 15%    | 12%         |
|   |        |        | 0.00        | 0.10   | 0.22   | 0.63     | 0.66    | 0.46   | 0.2         |
| Total VMT (2010)  | 40201  | 258677 | 104066      | 117151 | 112037 | 203387   | 258677  | 133500 | 976         |
|   |        |        | 0.29        | 0.35   | 0.33   | 0.75     | 1.00    | 0.43   | 0.3         |
| Total VMT (2030)  | 53055  | 304700 | 134430      | 155850 | 150430 | 271000   | 304700  | 204500 | 140         |
|   |        |        | 0.29        | 0.35   | 0.33   | 0.75     | 1.00    | 0.43   | 0.3         |

# 4

## Evaluation Process





# 4

## Public Input on Final Criteria

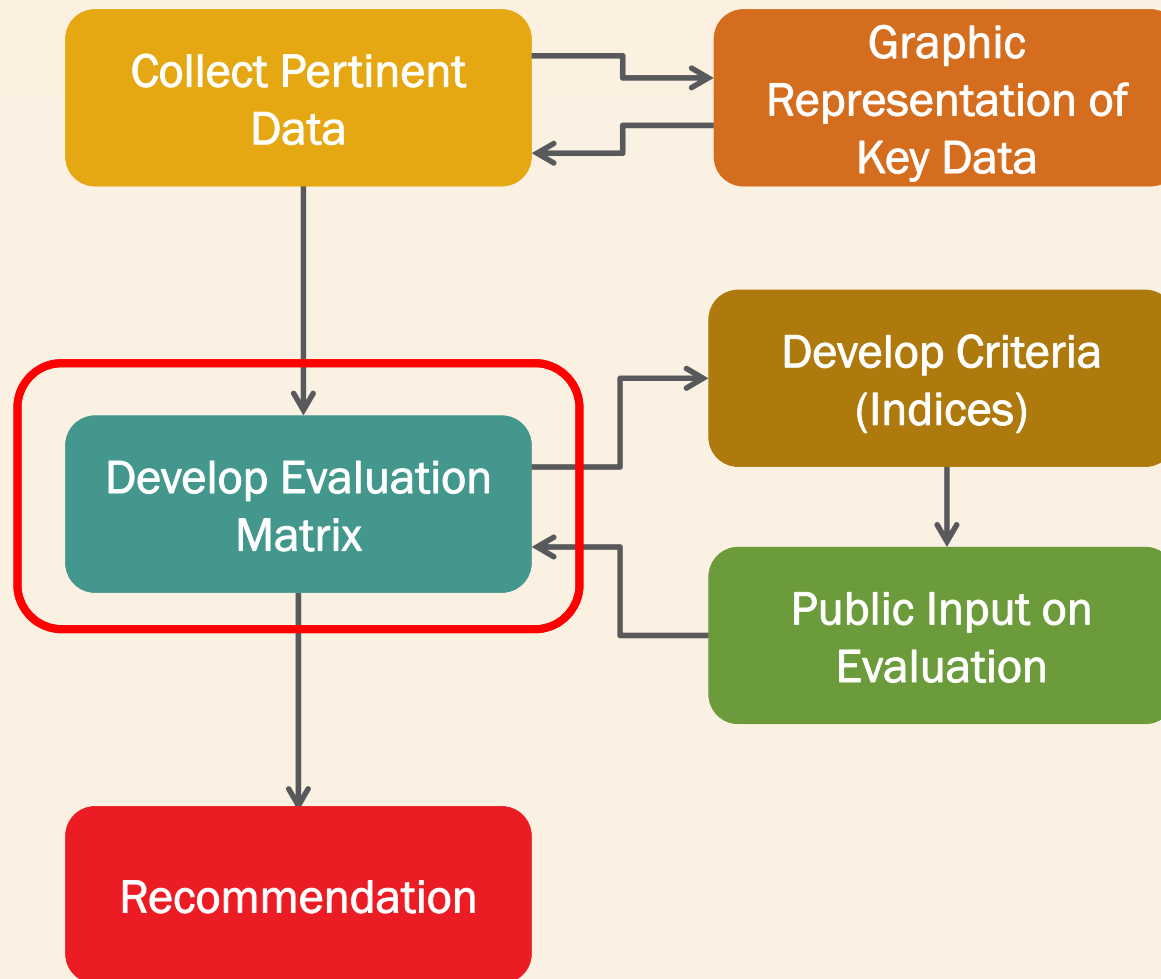
*Problem: Excessive roadway congestion surrounding the core and lack of transportation alternatives make travel time to the Central Corridor unreliable.*

- Congestion Index – a measure based on the amount of congested lane miles and hours of vehicle delay
- Travel Demand Index – a measure of trips to the Downtown/Capitol/UT core, trips within the sub-corridor, and volume of trips passing through the sub-corridor

|                         | Unimportant |     |     | Moderately Important |     | Very Important |
|-------------------------|-------------|-----|-----|----------------------|-----|----------------|
| <b>Congestion Index</b> | (1)         | (2) | (3) | (4)                  | (5) |                |
| <b>Demand Index</b>     | (1)         | (2) | (3) | (4)                  | (5) |                |

# 4

## Evaluation Process



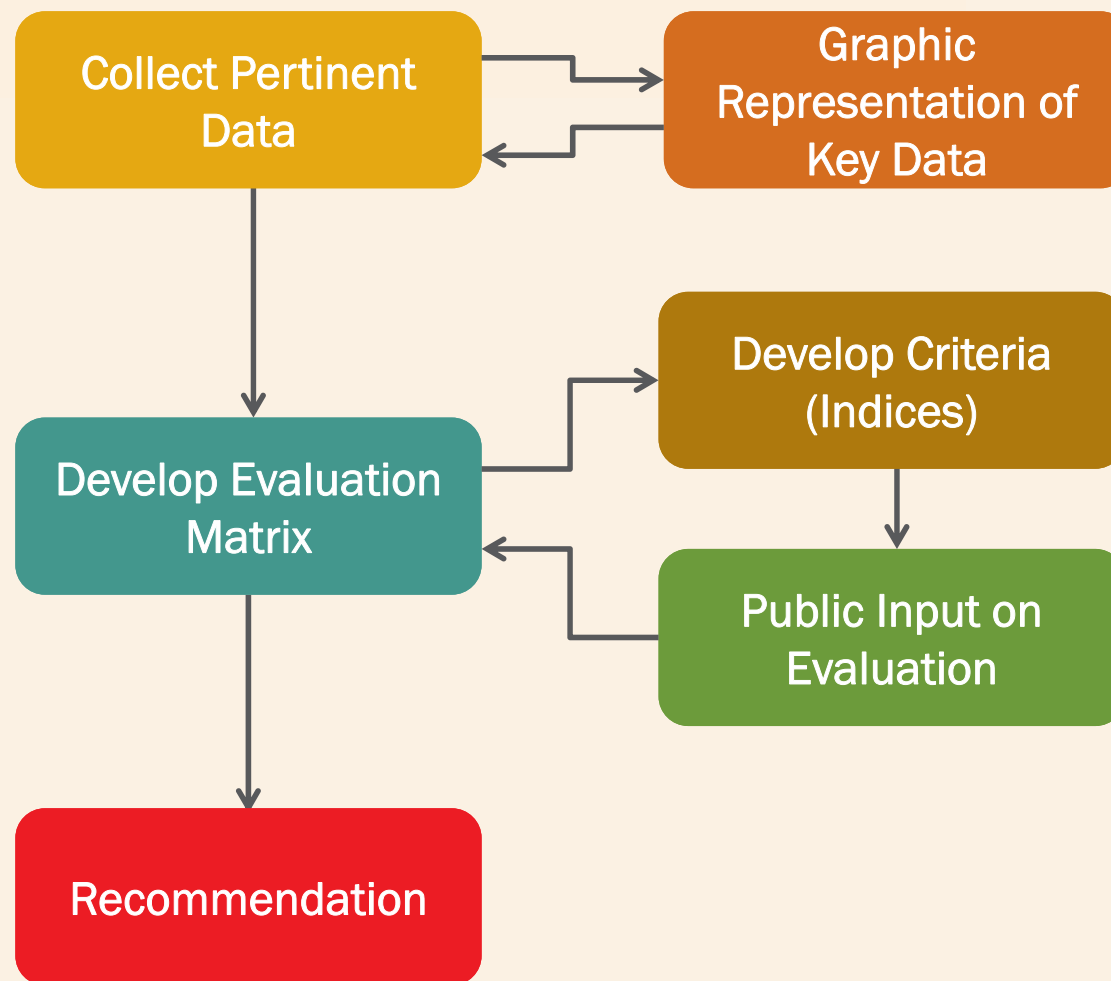
## 4

## Evaluation Matrix

| Sub-Corridor Results                   |                     | "A"                        | "B"  | "C"  | "D"  | "E"  | "F"          | "G"  | "H"  | "I"  | "J"  |
|--|---------------------|----------------------------|------|------|------|------|--------------|------|------|------|------|
| Rank Score                             |                     | 6                          | 8    | 5    | 1    | 4    | 9            | 3    | 2    | 7    | 10   |
| Importance Rating (Choose 1 per Index) |                     | 0.44                       | 0.35 | 0.46 | 0.64 | 0.48 | 0.34         | 0.49 | 0.61 | 0.37 | 0.24 |
| Problem Statement                      | Evaluation Criteria | Highly Disagree            |      |      |      |      | Highly Agree |      |      |      |      |
|  |                     | Congestion                 | 0.19 | 0.12 | 0.10 | 0.23 | 0.15         | 0.08 | 0.11 | 0.20 | 0.14 |
|  |                     | Reliability                |      |      |      |      | x            |      |      |      |      |
|  |                     | Congestion Index           | 0.36 | 0.29 | 0.07 | 0.36 | 0.33         | 0.24 | 0.16 | 0.37 | 0.10 |
|  |                     | Travel Demand Index        | 0.23 | 0.08 | 0.25 | 0.14 | 0.00         | 0.19 | 0.28 | 0.34 | 0.18 |
|  |                     | Constraints & Growth       | 0.07 | 0.03 | 0.10 | 0.11 | 0.09         | 0.07 | 0.09 | 0.09 | 0.05 |
|  |                     | Growth Index               | 0.08 | 0.08 | 0.38 | 0.25 | 0.10         | 0.27 | 0.38 | 0.24 | 0.12 |
|  |                     | Constraint Index           | 0.50 | 0.18 | 0.56 | 0.50 | 0.50         | 0.42 | 0.42 | 0.32 | 0.16 |
|  |                     | Regional Core Vitality     | 0.01 | 0.01 | 0.01 | 0.01 | 0.02         | 0.03 | 0.04 | 0.02 | 0.02 |
|  |                     | Affordability Index        | 0.04 | 0.10 | 0.06 | 0.10 | 0.16         | 0.28 | 0.33 | 0.14 | 0.14 |
|  |                     | Economic Development Index | -    | -    | -    | -    | -            | -    | -    | -    | -    |
|  |                     | Strong Centers             | 0.03 | 0.04 | 0.07 | 0.06 | 0.08         | 0.08 | 0.10 | 0.07 | 0.06 |
|  |                     | Centers Index              | 0.12 | 0.09 | 0.21 | 0.29 | 0.31         | 0.29 | 0.34 | 0.45 | 0.30 |
|  |                     |                            |      |      | x    |      |              |      |      |      |      |

# 4

## Evaluation Process



# 4

## Clicker Exercise

- Rate each of the following criteria (indices) for each Central Corridor problem in terms of their importance.

# 4

## Congestion

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

- Congestion Index – a measure based on the amount of congested lane miles and hours of vehicle delay
- Travel Demand Index – a measure of trips to the Downtown/Capitol/UT core, trips within the sub-corridor, and volume of trips passing through the sub-corridor

|                         | Unimportant |     |     | Moderately Important |     | Very Important |
|-------------------------|-------------|-----|-----|----------------------|-----|----------------|
| <b>Congestion Index</b> | (1)         | (2) | (3) | (4)                  | (5) |                |
| <b>Demand Index</b>     | (1)         | (2) | (3) | (4)                  | (5) |                |

# 4

## Congestion Index

|                  | Unimportant |   | Moderately Important |   | Very Important |
|------------------|-------------|---|----------------------|---|----------------|
| Congestion Index | 1           | 2 | 3                    | 4 | 5              |

**Congestion Index – a measure based on the amount of congested lane miles and hours of vehicle delay**

- **INSERT CLICKER INTERFACE**



# 4

## Travel Demand Index

|                     | Unimportant |   | Moderately Important |   | Very Important |
|---------------------|-------------|---|----------------------|---|----------------|
| Travel Demand Index | 1           | 2 | 3                    | 4 | 5              |

Travel Demand Index – a measure of trips to the Downtown/Capitol/UT core, trips within the sub-corridor, and volume of trips passing through the sub-corridor

- INSERT CLICKER INTERFACE

# 4

## Constraints and Growth

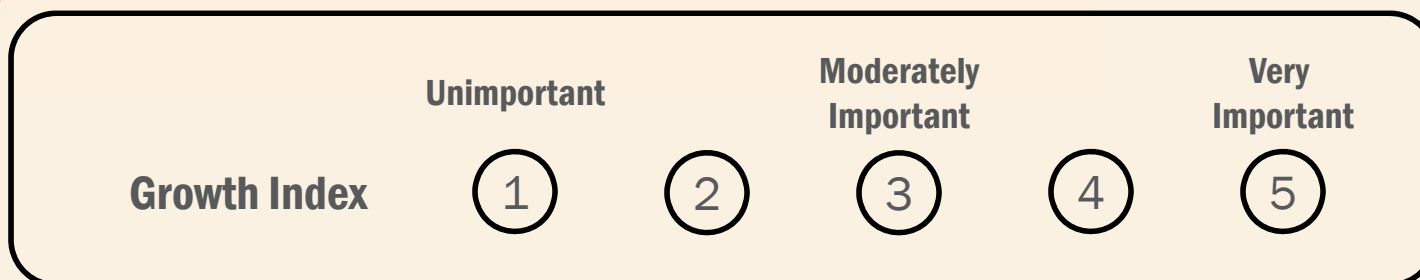
*Problem: Central Corridor mobility is constrained by existing physical infrastructure and anticipated employment and population growth.*

- Growth Index – a measure of 2030 population and employment densities and growth in densities
- Constraints Index – a qualitative measure of physical and environmental constraints that can indicate a magnitude of cost

|                   | Unimportant |     | Moderately Important |     | Very Important |
|-------------------|-------------|-----|----------------------|-----|----------------|
| Growth Index      | (1)         | (2) | (3)                  | (4) | (5)            |
| Constraints Index | (1)         | (2) | (3)                  | (4) | (5)            |

# 4

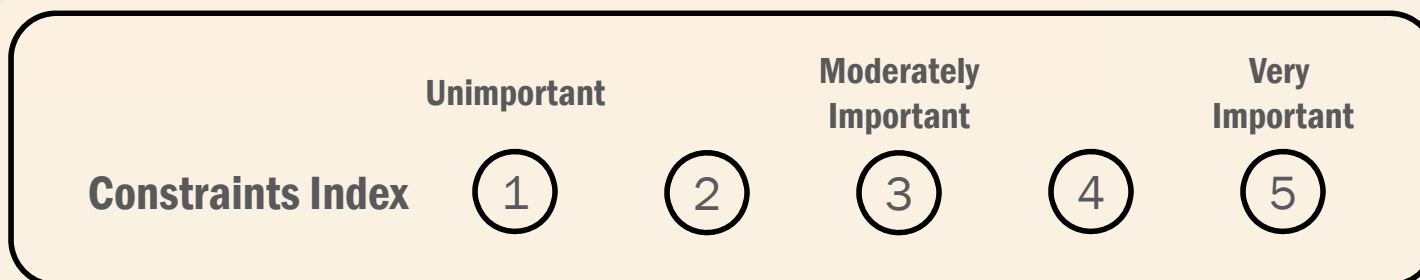
## Growth Index



**Growth Index – a measure of 2030 population and employment densities and growth in densities**

# 4

## Constraints Index



**Constraints Index – a qualitative measure of physical and environmental constraints that can indicate a magnitude of cost**

# 4

## Core

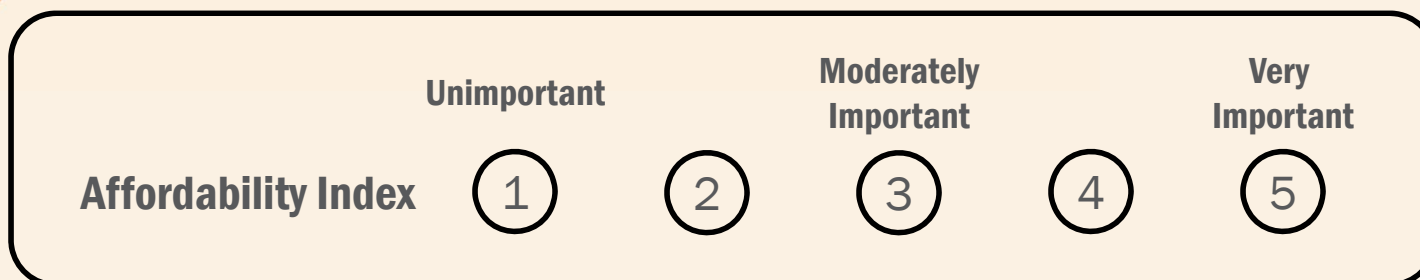
*Problem: The economic health of the region's core is at risk – access to the core is critical to the region's continued success.*

- Affordability Index – a measure of household transportation costs and transit dependency
- Economic Development Index – a measure of economic growth based on anticipated net increase in jobs, wages, and revenues

|                                   | Unimportant |     |     | Moderately Important |     | Very Important |
|-----------------------------------|-------------|-----|-----|----------------------|-----|----------------|
| <b>Affordability Index</b>        | (1)         | (2) | (3) | (4)                  | (5) |                |
| <b>Economic Development Index</b> | (1)         | (2) | (3) | (4)                  | (5) |                |

# 4

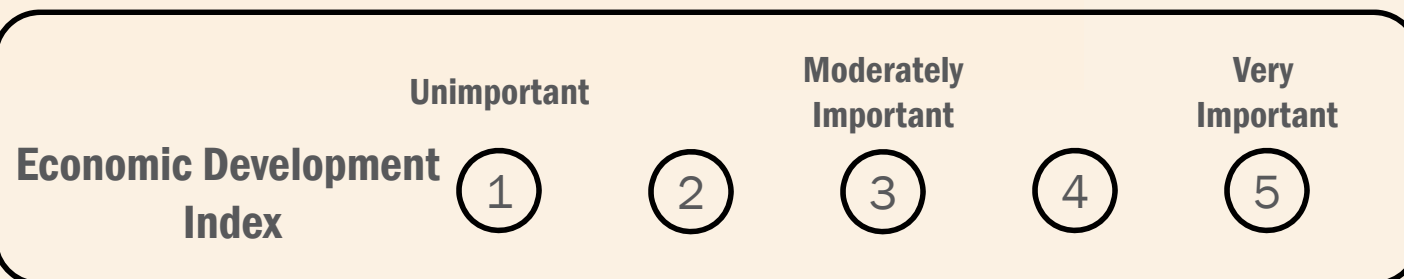
## Affordability Index



**Affordability Index – a measure of household transportation costs and transit dependency**

# 4

## Economic Development Index



**Economic Development Index**  
– a measure of economic growth based on anticipated net increase in jobs, wages, and revenues

# 4

## Centers

*Problem: The Central Corridor lacks multimodal connectivity between activity centers.*

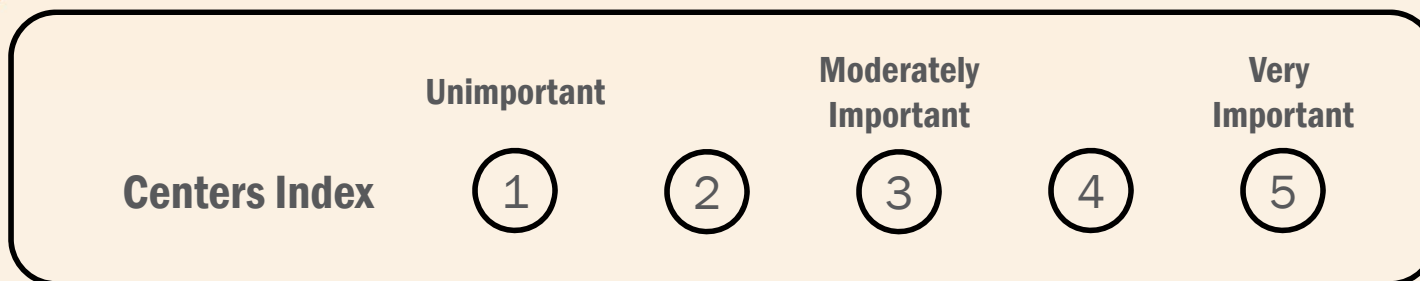
- Centers Index – a measure of numbers, type, and size of Imagine Austin Centers and Imagine Austin Corridors
- Consistency Index – a qualitative measure of consistency with local transit supportive plans and policies, as well as regional plans

|                   | Unimportant |     | Moderately Important |     | Very Important |
|-------------------|-------------|-----|----------------------|-----|----------------|
| Centers Index     | (1)         | (2) | (3)                  | (4) | (5)            |
| Consistency Index | (1)         | (2) | (3)                  | (4) | (5)            |



# 4

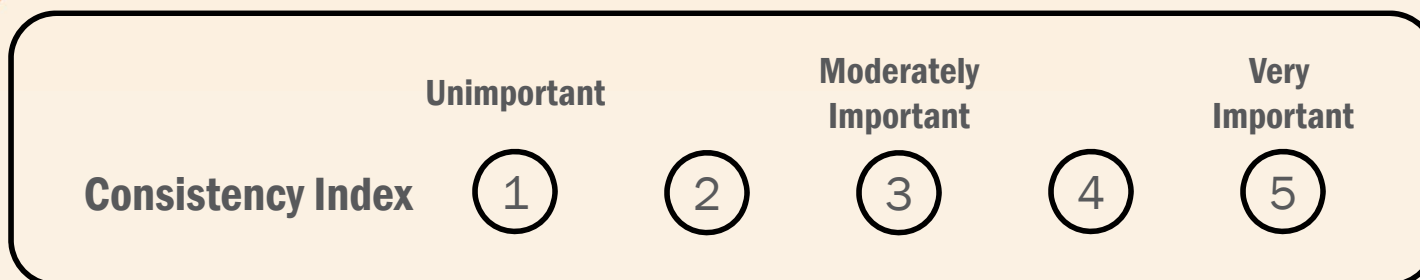
## Centers Index



**Centers Index – a measure of numbers, type, and size of Imagine Austin Centers and Imagine Austin Corridors**

# 4

## Economic Development Index



**Consistency Index – a qualitative measure of consistency with local transit supportive plans and policies, as well as regional plans**

# 4

## Connectivity

*Problem: Existing and planned regional transit investments converge on the Central Corridor without adequate system integration*

- Ridership Potential – a measure of transit orientation based on household, employment and retail employment densities
- Connectivity Index – a measure of existing and planned high capacity investments, and available bus route miles
- Transit Demand Index – a measure of transit dependent populations’ access to transit (zero-car households, population below poverty level, and populations over 65) and existing ridership

|                            | Unimportant |   | Moderately Important |   | Very Important |
|----------------------------|-------------|---|----------------------|---|----------------|
| <b>Ridership Potential</b> | 1           | 2 | 3                    | 4 | 5              |
| <b>Connectivity Index</b>  | 1           | 2 | 3                    | 4 | 5              |
| <b>Accessibility Index</b> | 1           | 2 | 3                    | 4 | 5              |

# 4

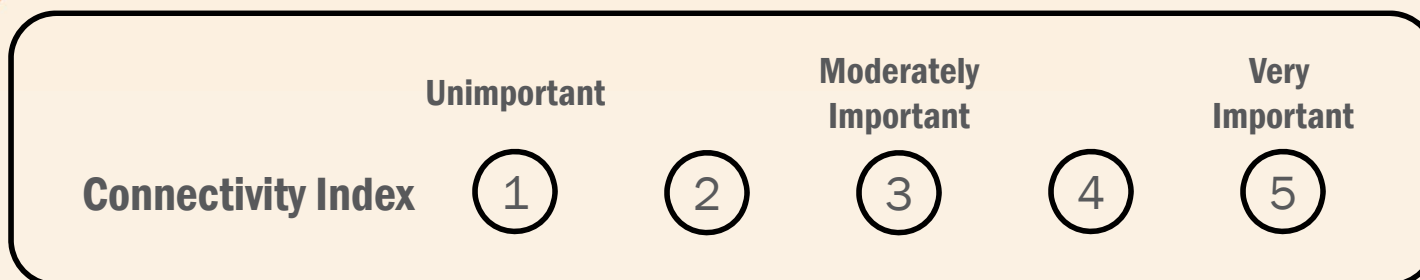
## Ridership Potential

|                     | Unimportant |   | Moderately Important |   | Very Important |
|---------------------|-------------|---|----------------------|---|----------------|
| Ridership Potential | 1           | 2 | 3                    | 4 | 5              |

**Ridership Potential – a measure of transit orientation based on household, employment and retail employment densities**

# 4

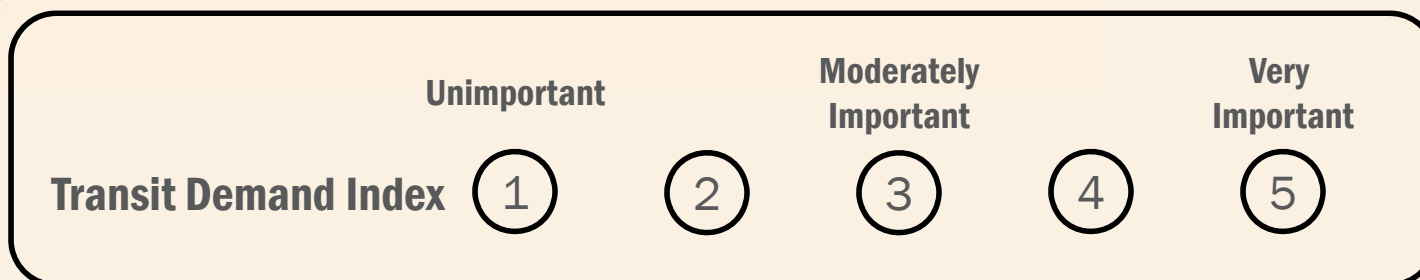
## Connectivity Index



**Connectivity Index – a measure of existing and planned high capacity investments, and available bus route miles**

# 4

## Transit Demand Index



**Transit Demand Index – a measure of transit dependent populations’ access to transit (zero-car households, population below poverty level, and populations over 65) and existing ridership**

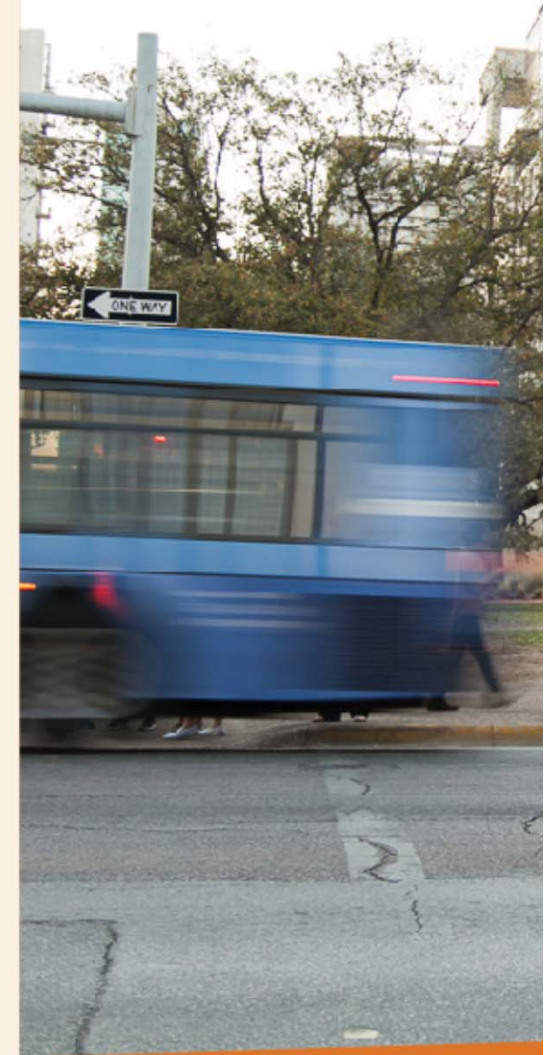
5

## Continue Step 3 - Evaluation Data

## 5

## Data Comparison

- Data matrix handout
  - Economic Development Data forthcoming
- Graphic illustrations from CCAG#4
  - Population Density (2010 & 2030)
  - Employment Density (2010 & 2030)
  - Congestion (2010 & 2035)





# 4

## Data Comparison

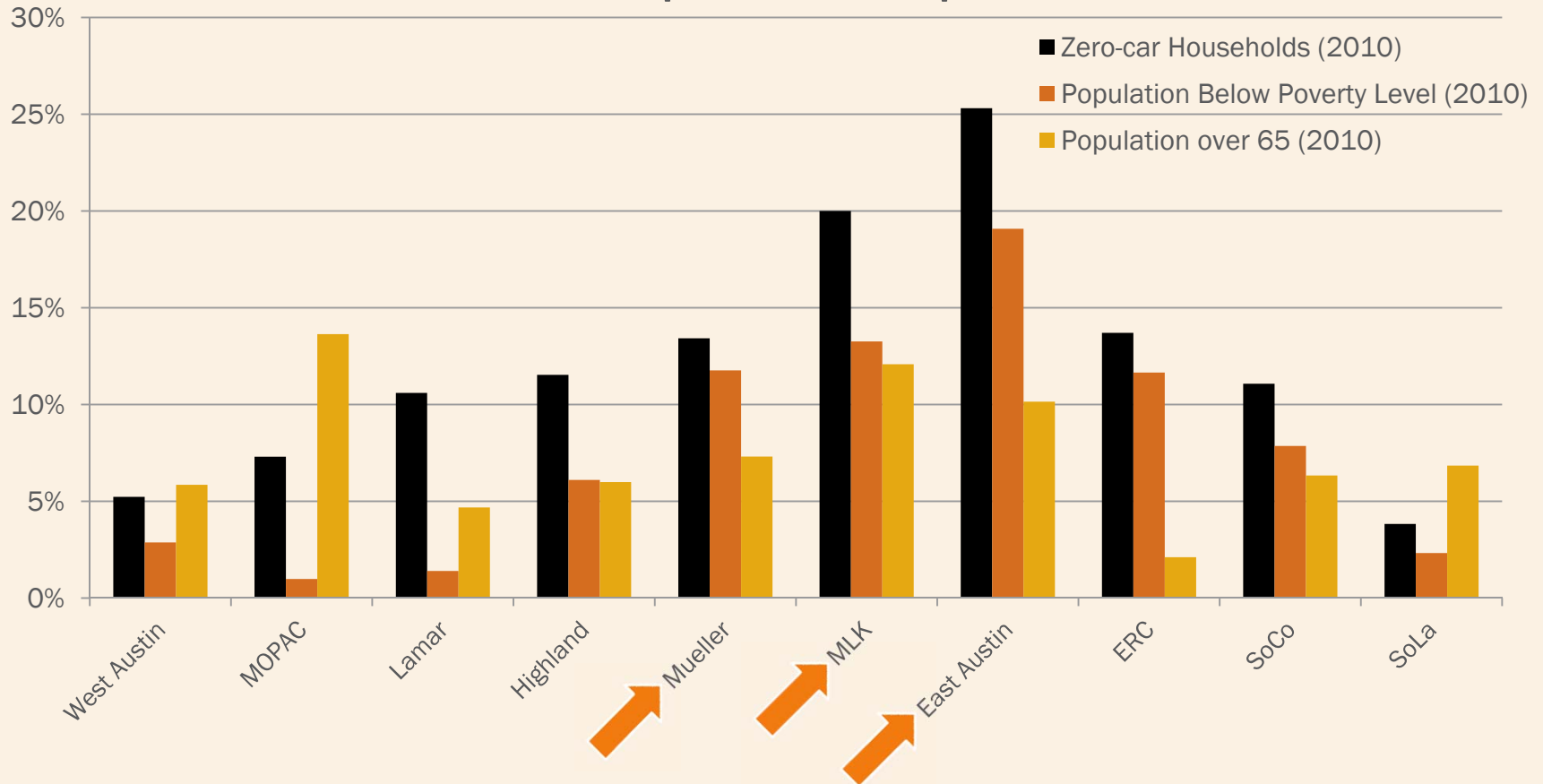
- Today's Illustrations
  - Transit Dependent Populations (2010)
  - Percent Area Imagine Austin Centers
  - Percent Miles Imagine Austin Corridors
  - Average Daily Bus Boardings (2013)
  - Potential Ridership vs. Current Ridership
- Additional Illustrations in Packet
  - Population and Employment Density Growth (2010 to 2030)
  - Congested Lane Miles and Percent Congested Lane Miles(2010 & 2030)
  - Total Hours of Delay (2010 and 2030)
  - Work and All Trips to Core (2010)
  - Work and All Trips within each Sub-Corridor (2010)
  - Total Households and Percent Affordable Housing (2010)



# 4

## Evaluate Sub-Corridors: Core

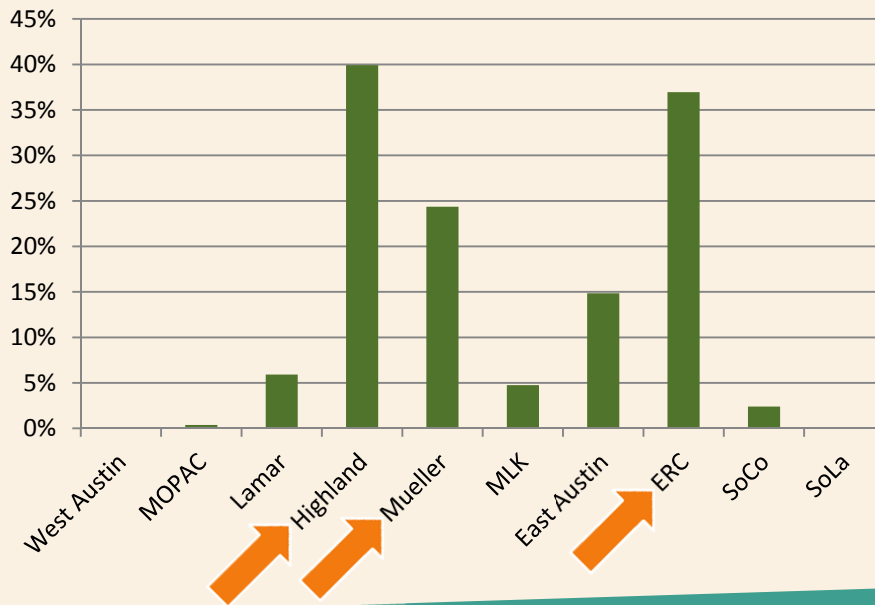
### Transit Dependent Populations



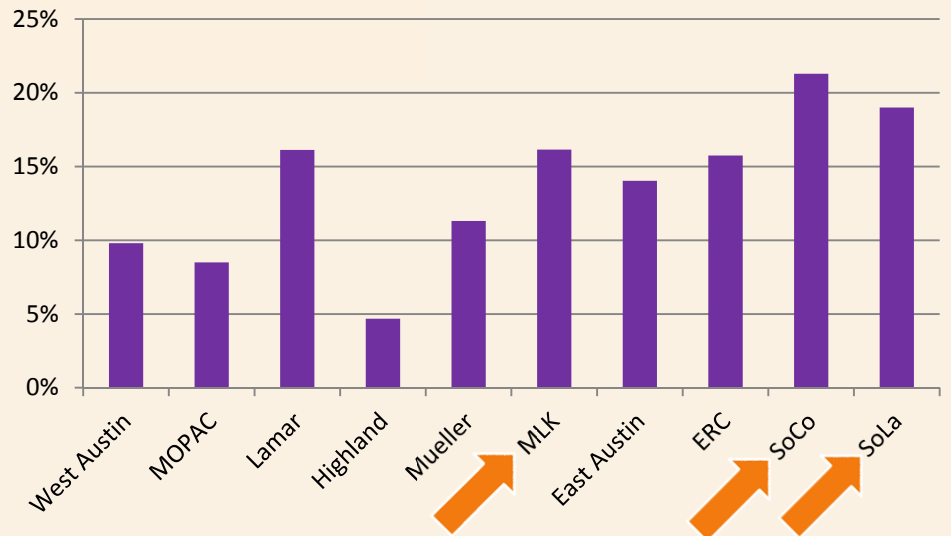
# 4

## Evaluate Sub-Corridors: Centers

% Area of Imagine Austin Centers



% Length of Imagine Austin Corridors\*

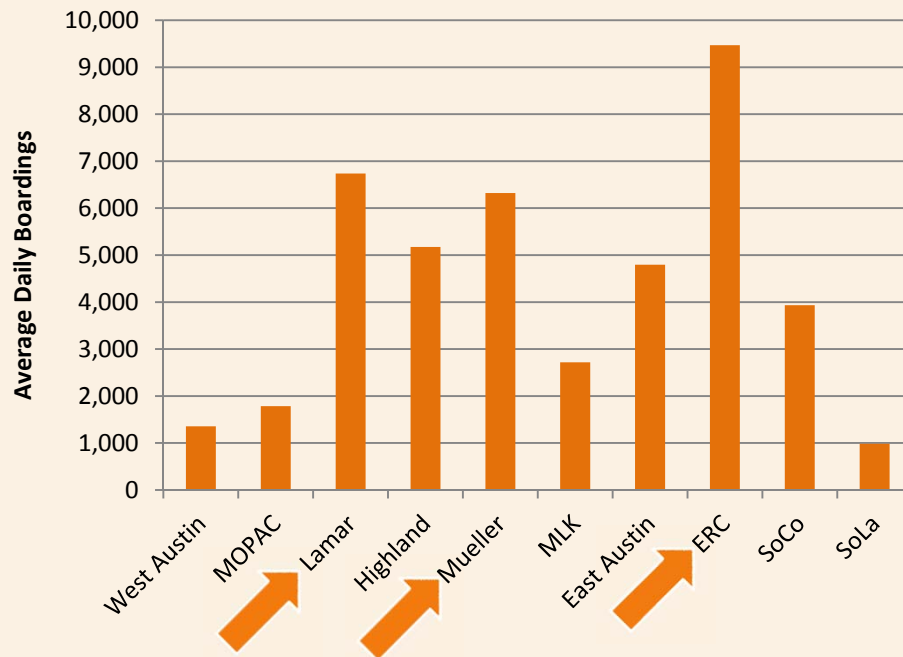


\*% total of roadway miles

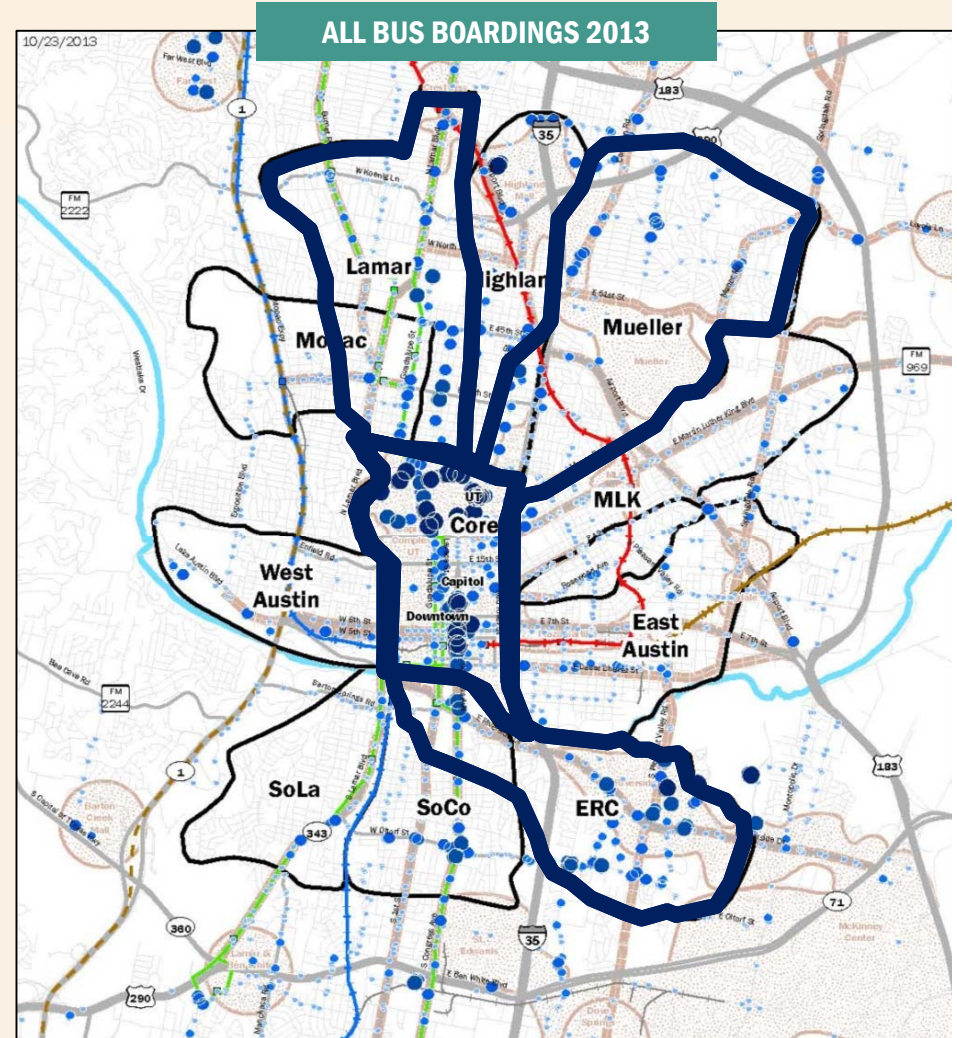
# 4

## Evaluate Sub-Corridors: System

Average Daily Bus Boardings 2013\*



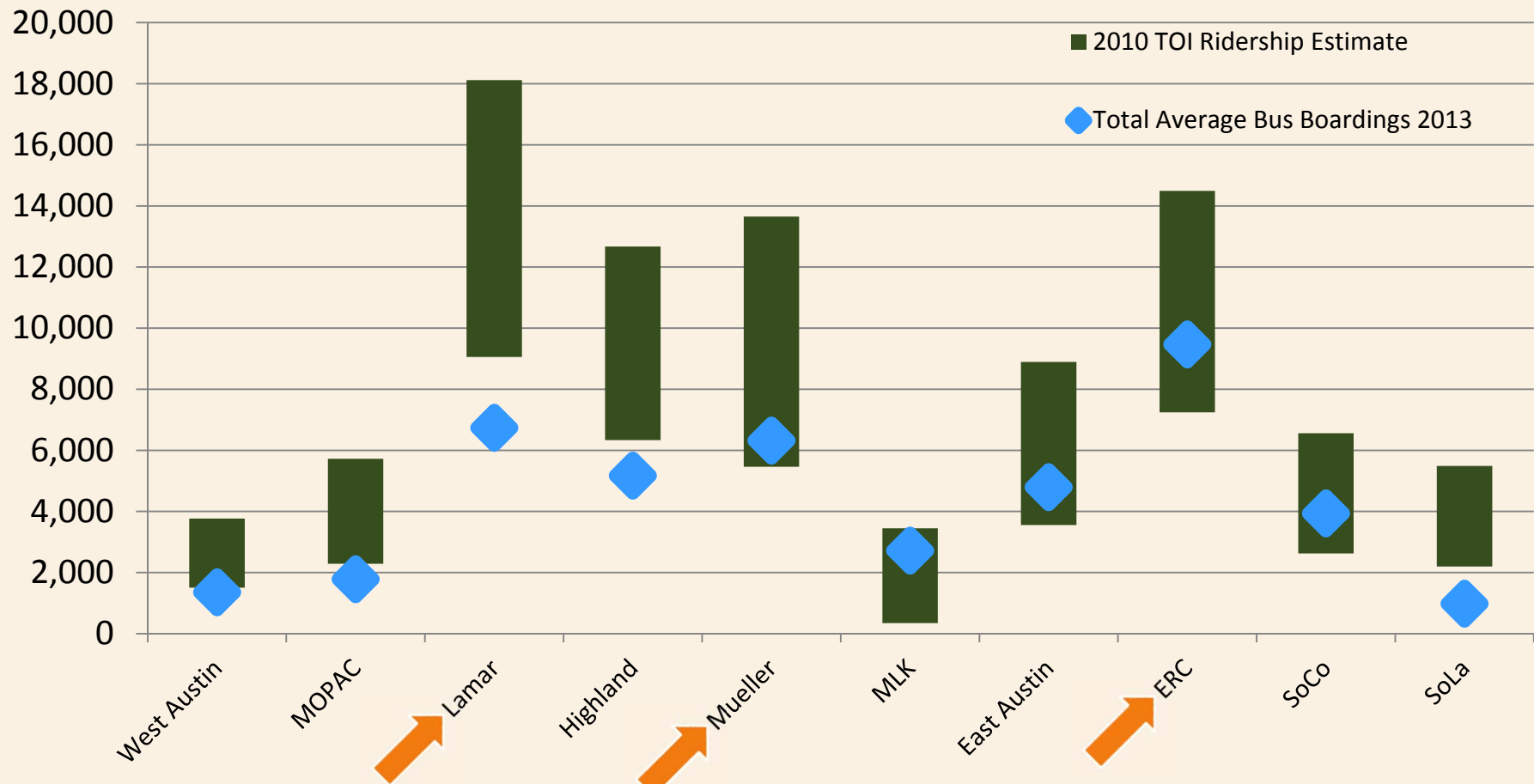
\*The core has average daily bus boardings exceeding 45,000 and is not shown on this graph



# 4

## Evaluate Sub-Corridors: System

Ridership Potential\* vs. Current Ridership



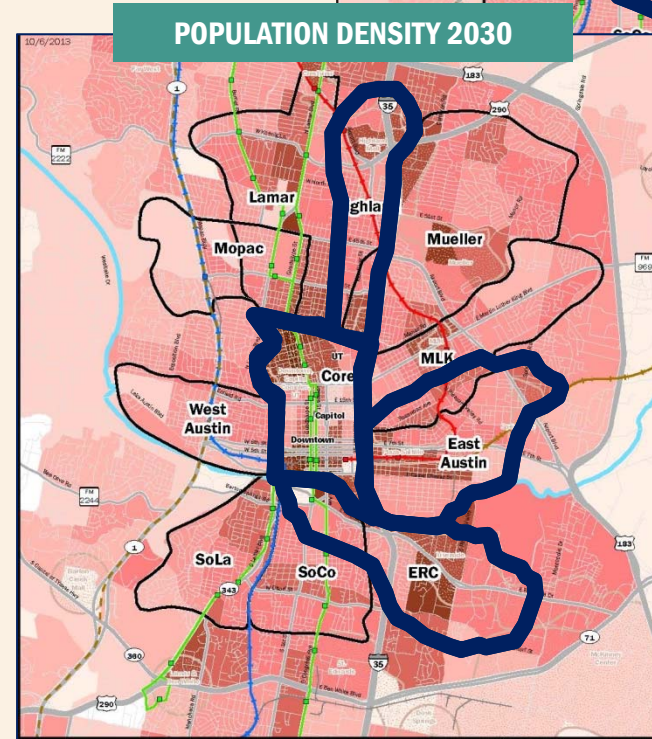
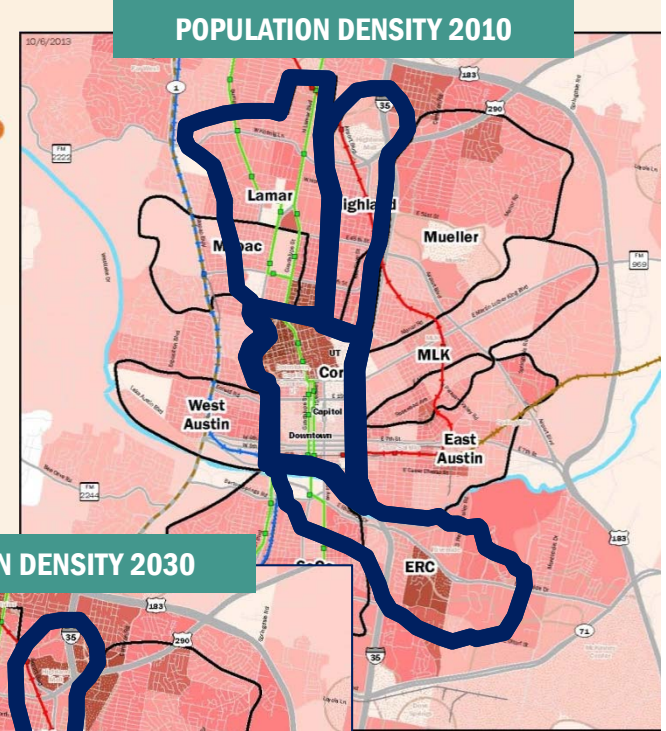
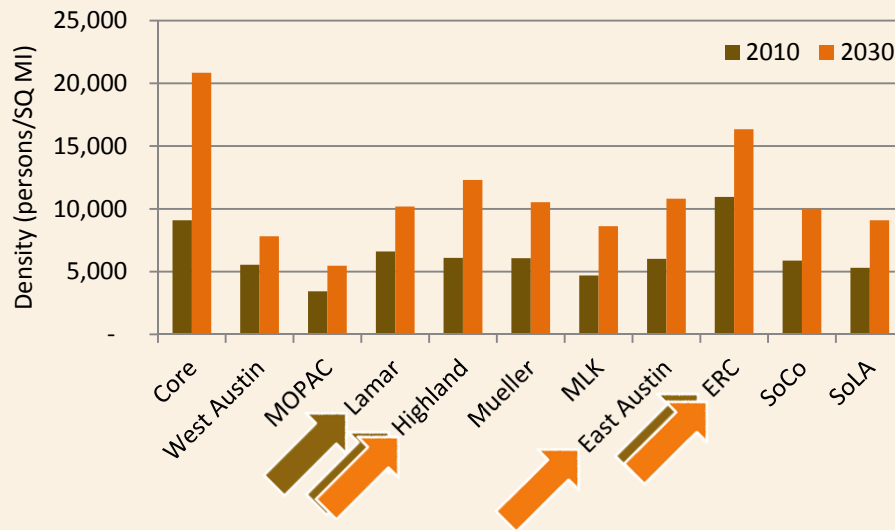
\*Transit Orientation Index is a factor of Household, Employment and Retail Employment Densities



# 4

## Evaluate Sub-Corridors: Constraints & Growth

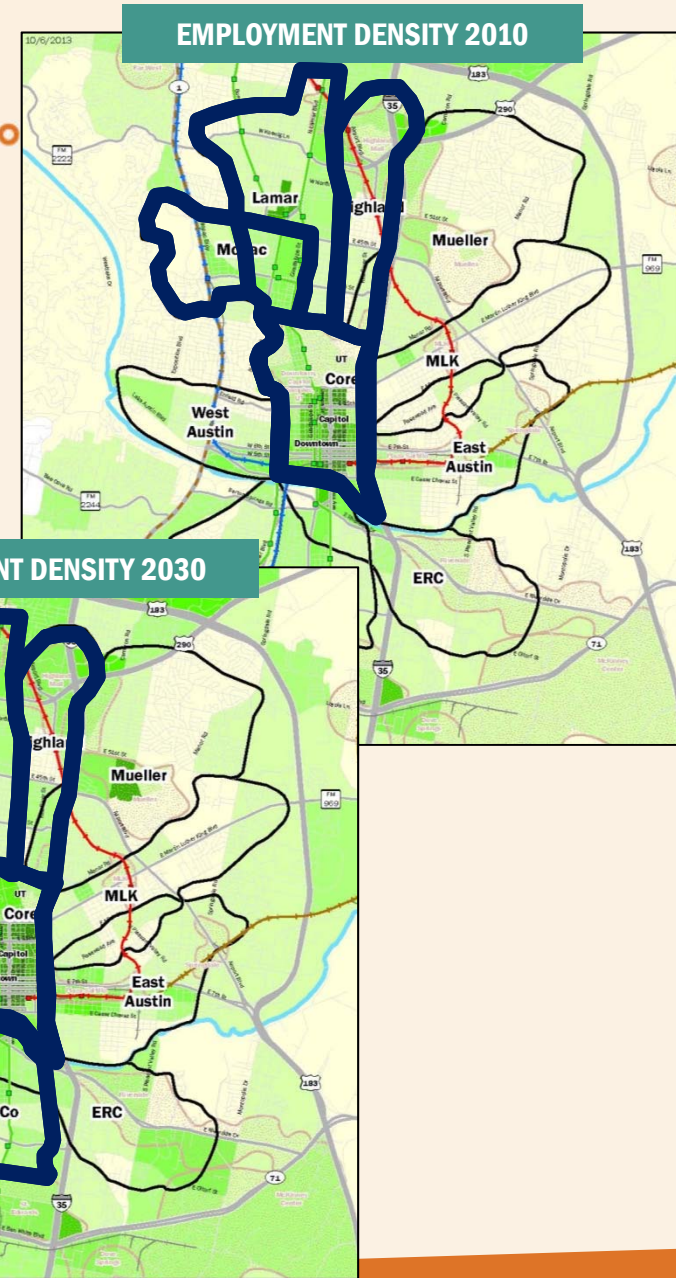
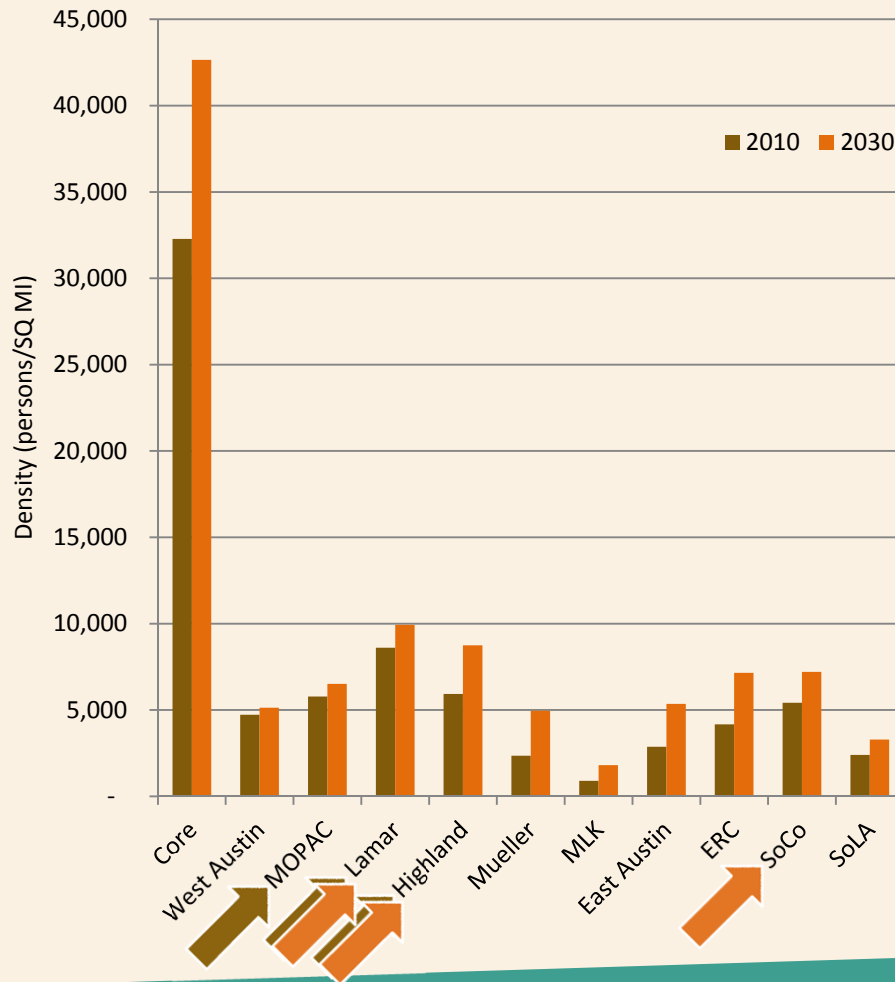
Population Density



# 4

## Evaluate Sub-Corridors: Constraints & Growth

### Employment Density

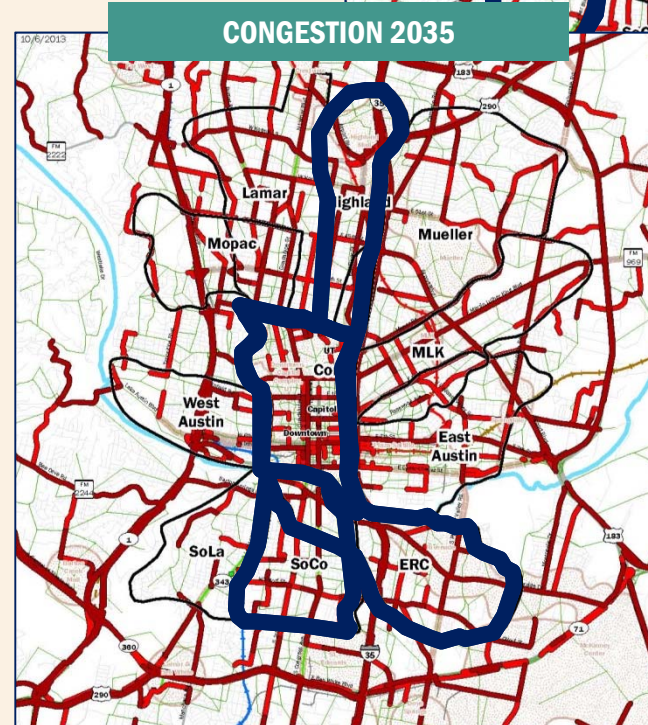
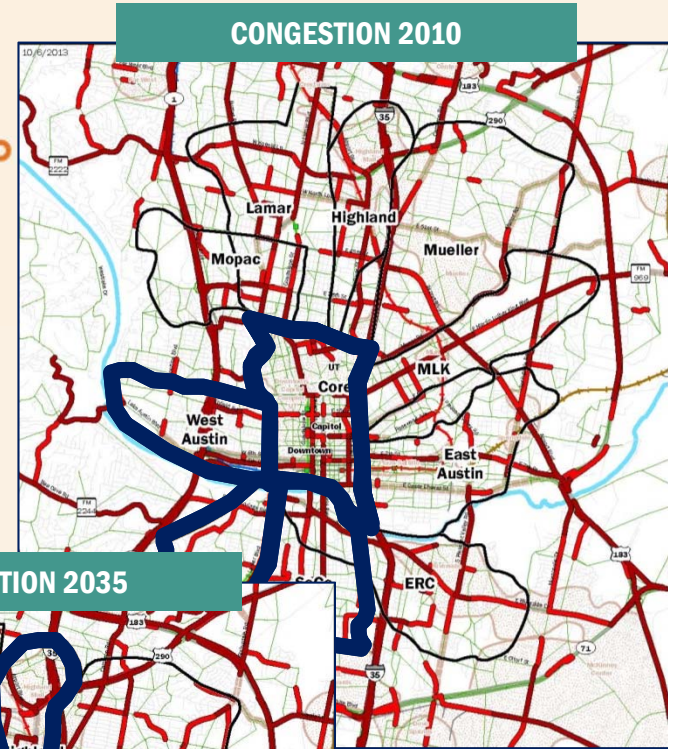
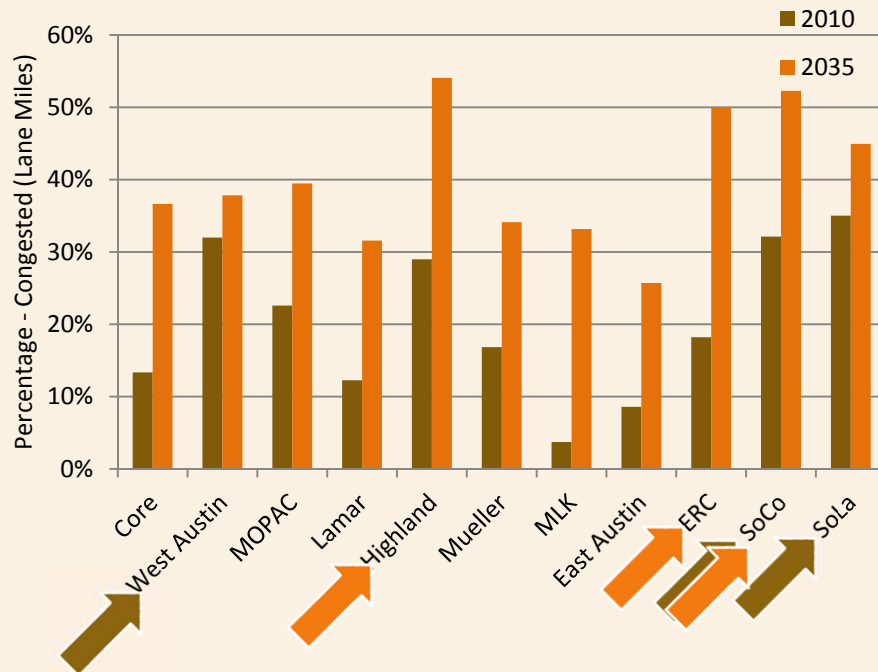




# 4

## Evaluate Sub-Corridors: Congestion

Total Congestion

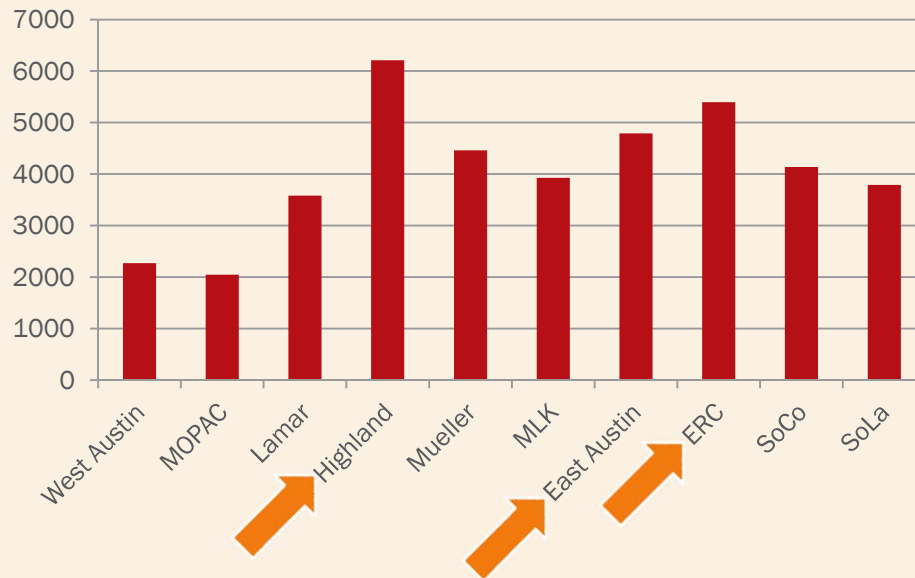




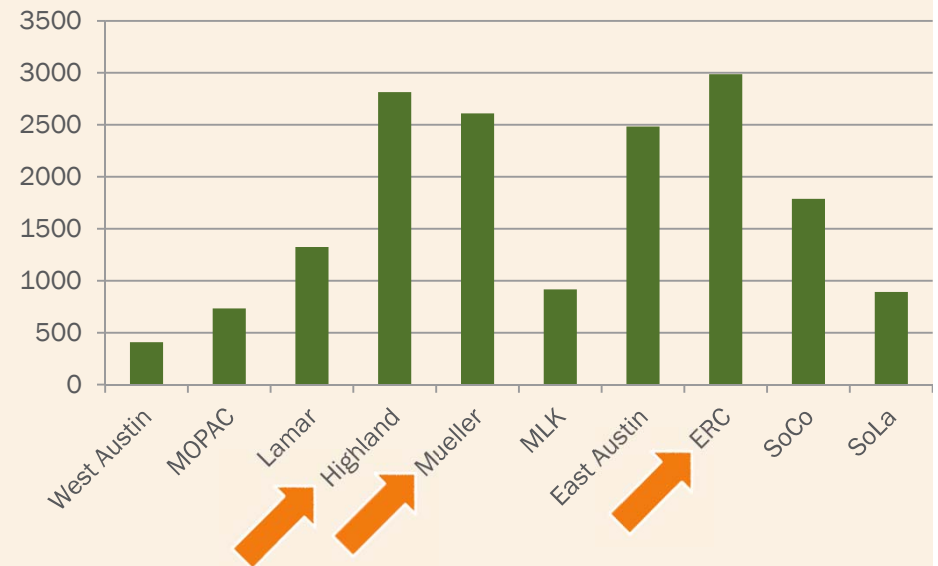
# 4

## Evaluate Sub-Corridors: Constraints & Growth

Population Density Growth  
(2010 to 2030)



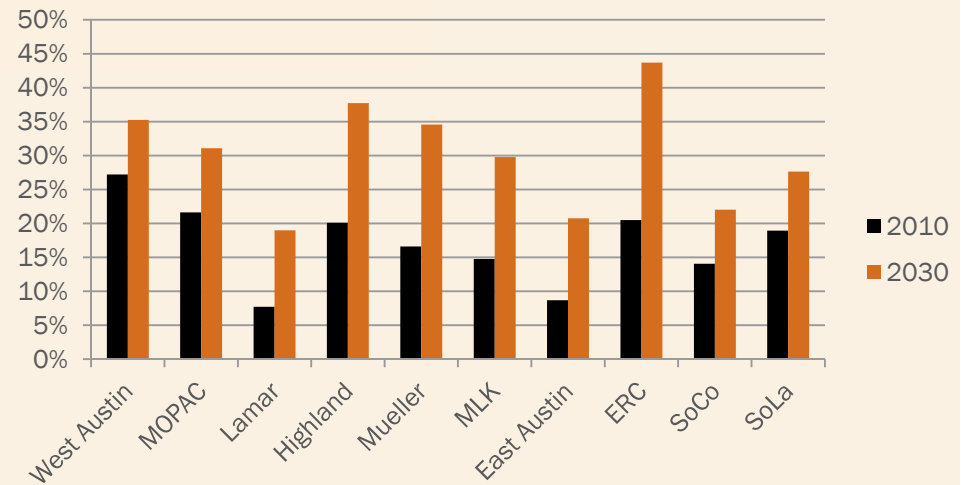
Employment Density Growth  
(2010 to 2030)



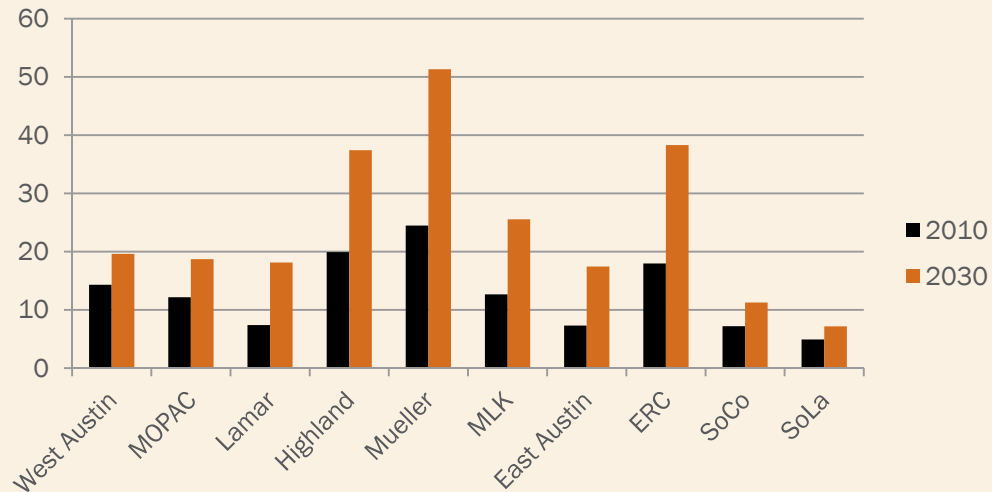
# 4

## Evaluate Sub-Corridors: Congestion

% Lane Miles of Congestion



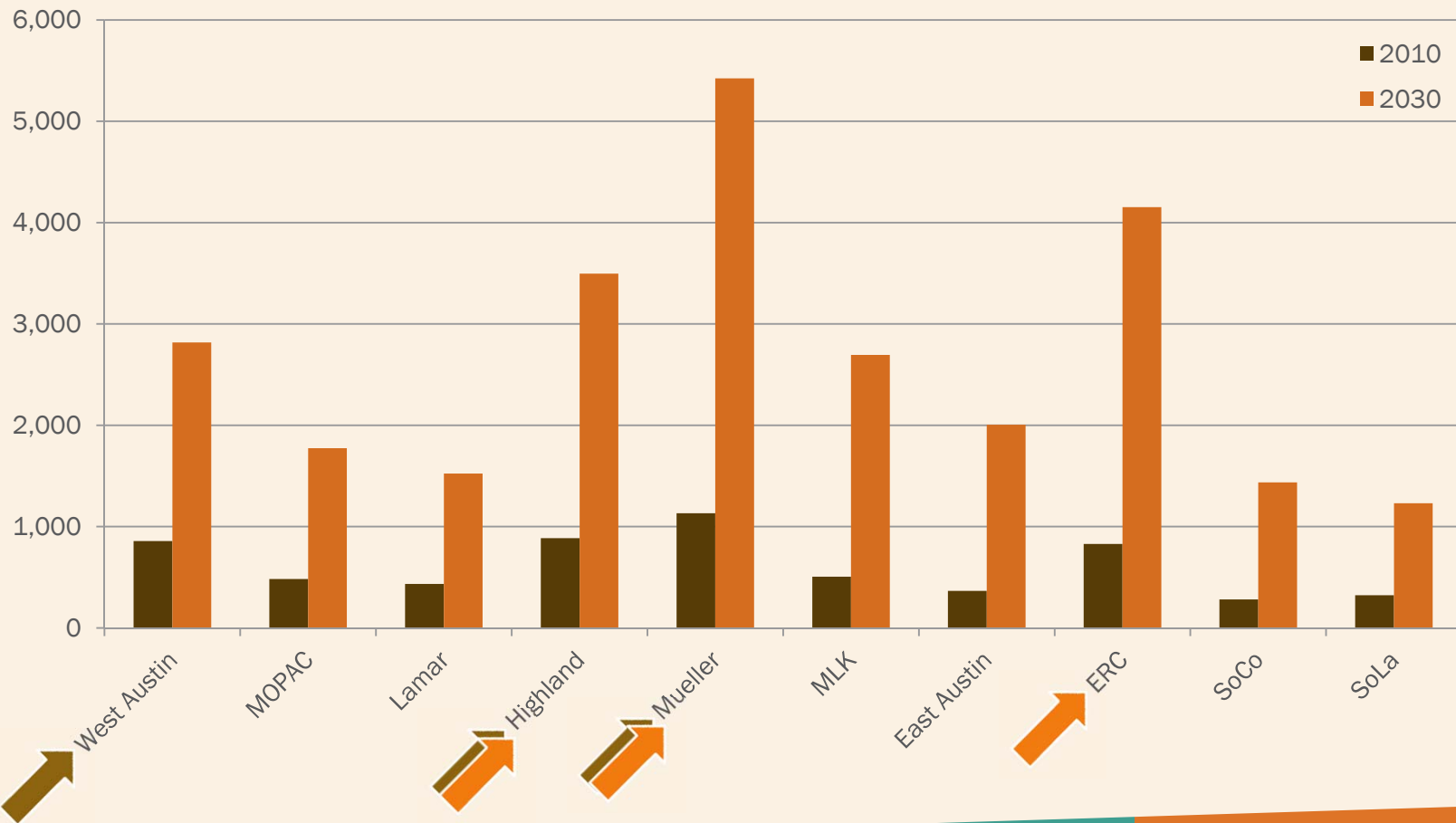
Congested Lane Miles



# 4

## Evaluate Sub-Corridors: Congestion

Total Hours of Delay

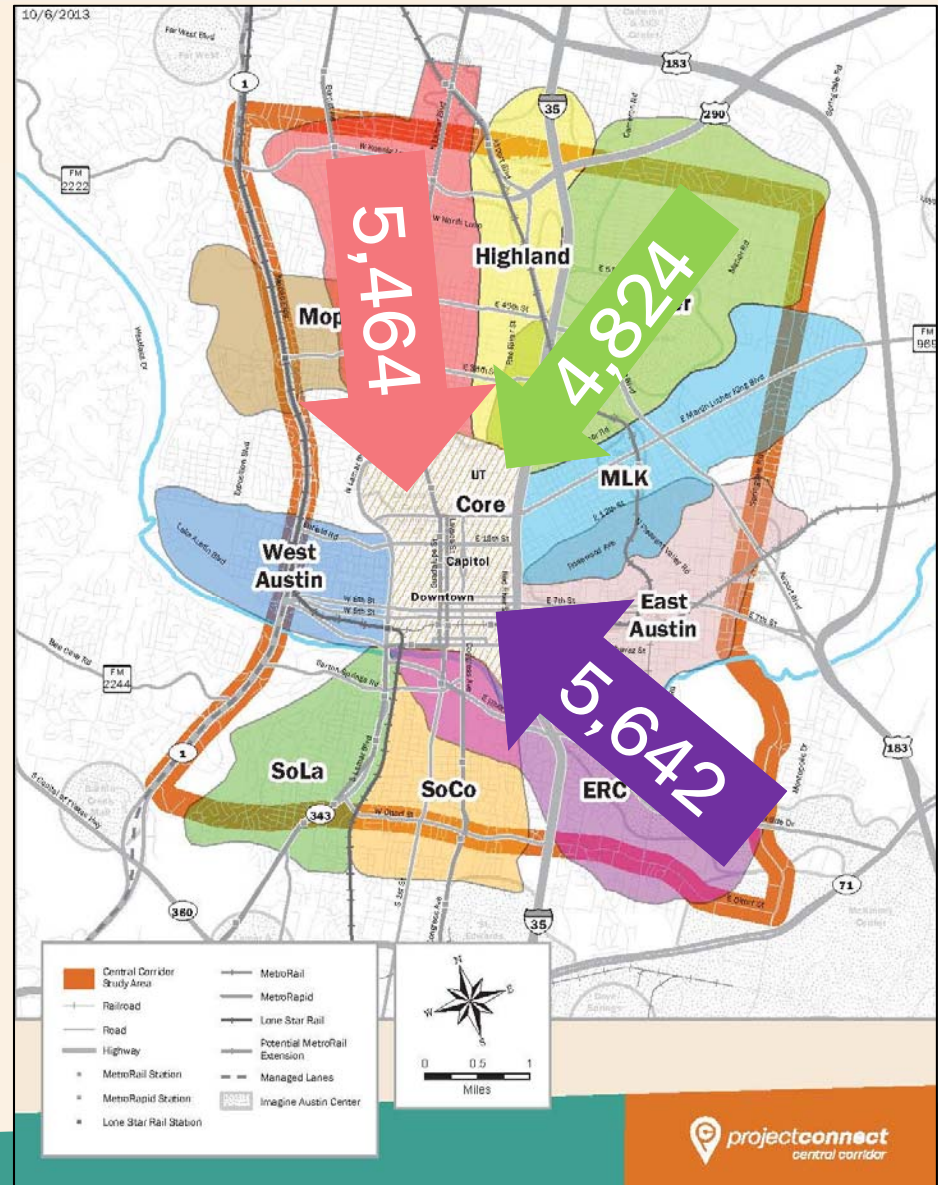


## 4

## Evaluate Sub-Corridors: Congestion

- Work trips to the core per sub-corridor (2010)

|                |       |
|----------------|-------|
| 1. ERC         | 5,642 |
| 2. Lamar       | 5,464 |
| 3. Mueller     | 4,824 |
| 4. SoCo        | 4,127 |
| 5. East Austin | 3,787 |
| 6. SoLa        | 3,561 |
| 7. West Austin | 3,168 |
| 8. Highland    | 3,039 |
| 9. MOPAC       | 2,113 |
| 10. MLK        | 2,676 |

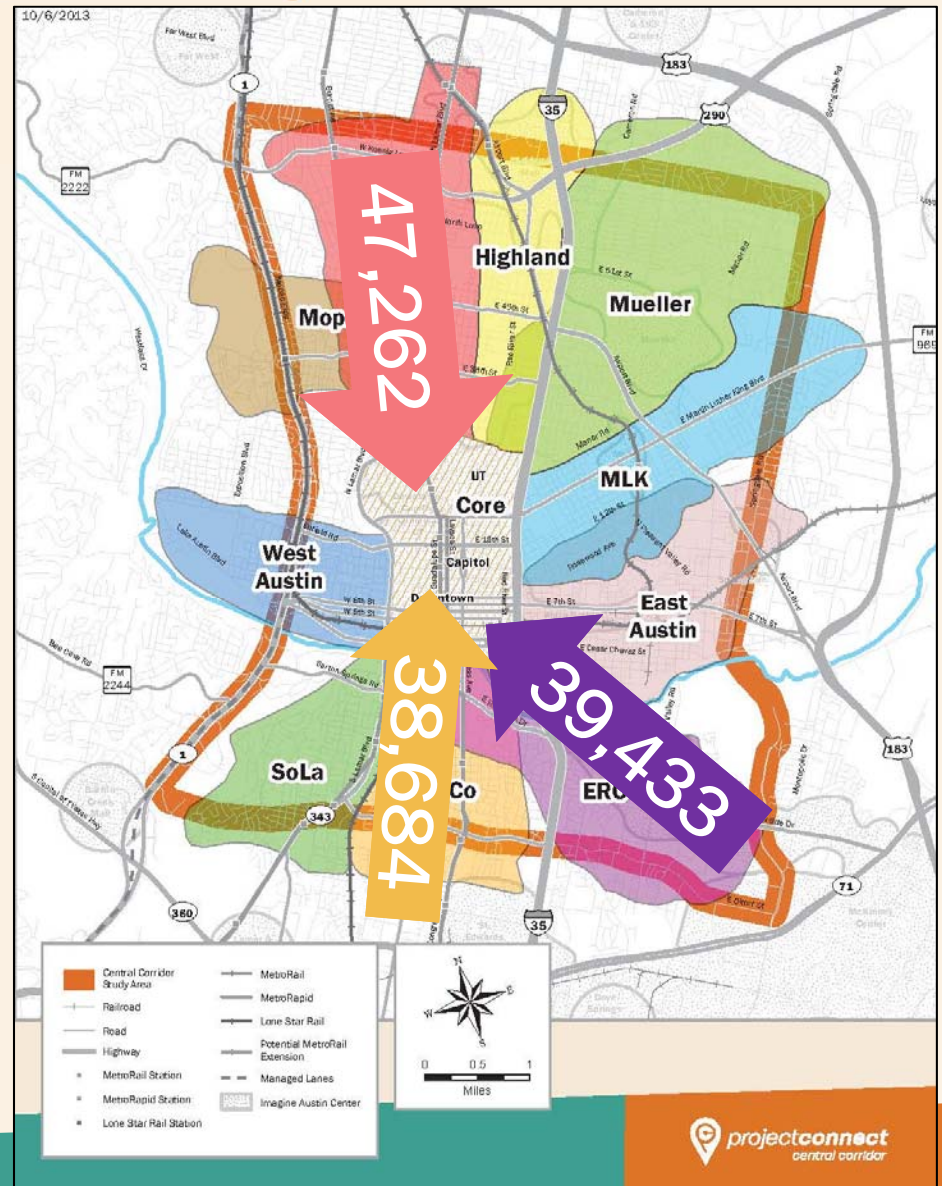


## 4

## Evaluate Sub-Corridors: Congestion

- ALL Trips to the core per sub-corridor (2010)

|                |        |
|----------------|--------|
| 1. Lamar       | 47,262 |
| 2. ERC         | 39,433 |
| 3. SoCo        | 38,684 |
| 4. Mueller     | 37,002 |
| 5. Highland    | 30,160 |
| 6. East Austin | 29,270 |
| 7. West Austin | 25,323 |
| 8. SoLa        | 24,476 |
| 9. MOPAC       | 23,694 |
| 10. MLK        | 16,048 |



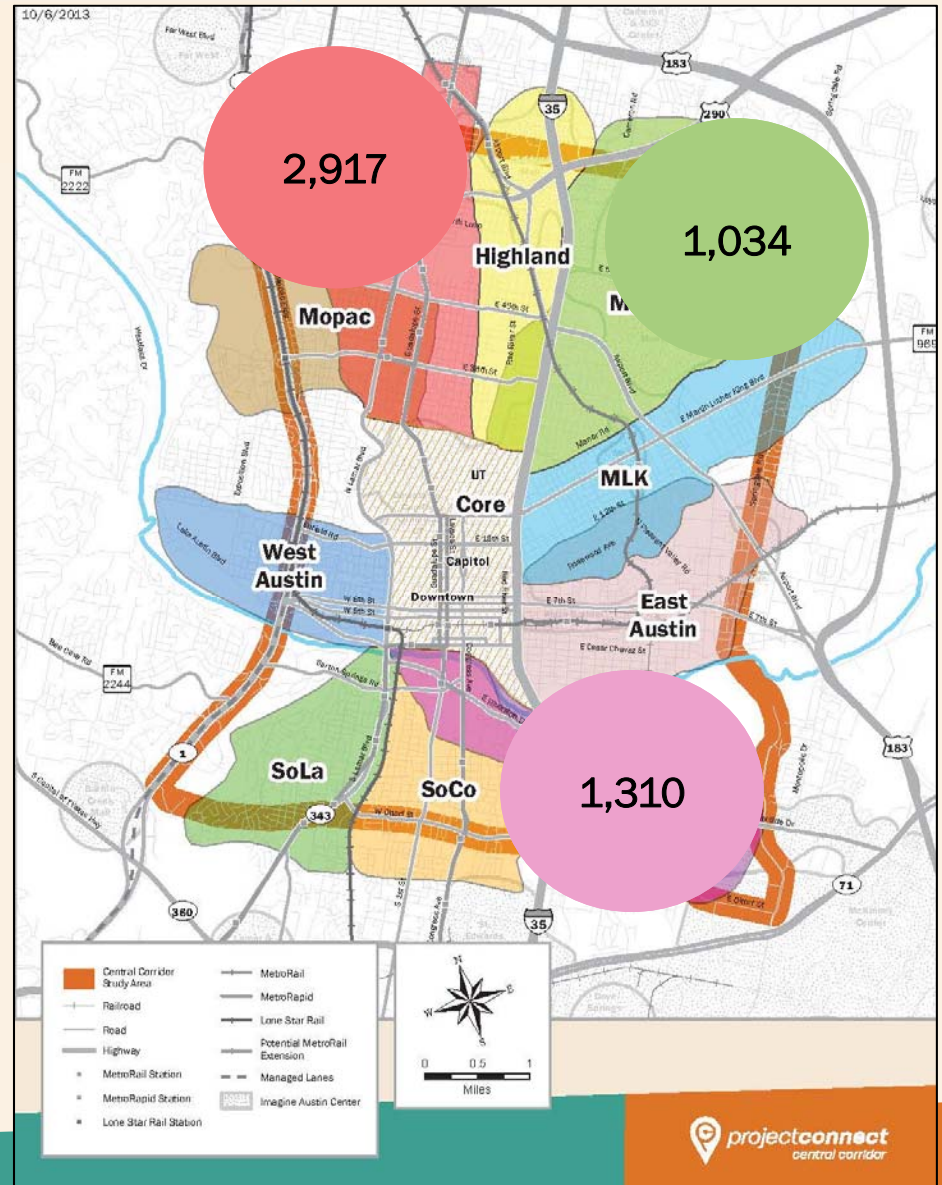


# 4

## Evaluate Sub-Corridors: Congestion

- Work Trips within sub-corridors (2010)

|                |       |
|----------------|-------|
| 1. Lamar       | 2,917 |
| 2. ERC         | 1,310 |
| 3. Mueller     | 1,034 |
| 4. SoCo        | 989   |
| 5. Highland    | 893   |
| 6. East Austin | 573   |
| 7. SoLa        | 534   |
| 8. MOPAC       | 459   |
| 9. West Austin | 391   |
| 10. MLK        | 151   |

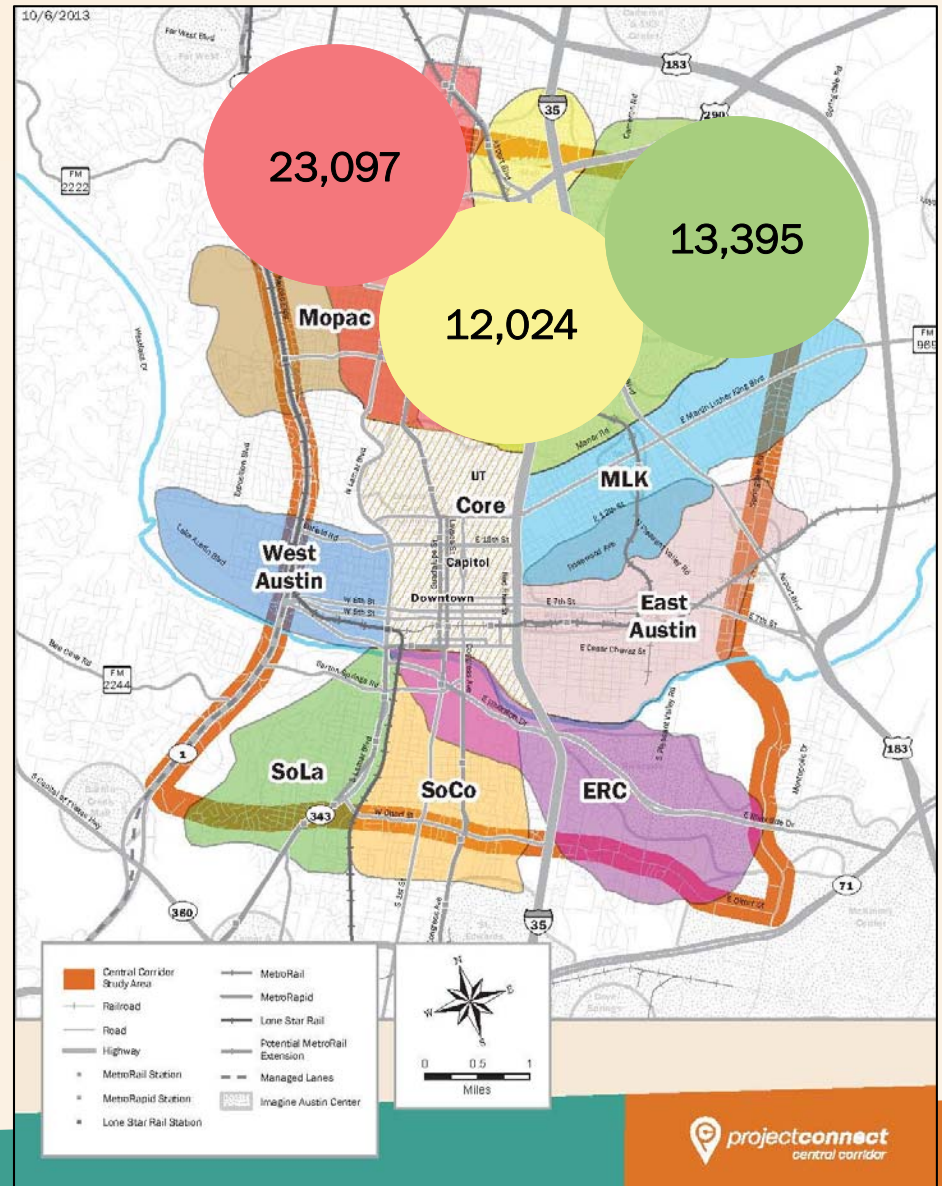


# 4

## Evaluate Sub-Corridors: Congestion

- ALL Trips within sub-corridors (2010)

|                |        |
|----------------|--------|
| 1. Lamar       | 23,097 |
| 2. Mueller     | 13,395 |
| 3. Highland    | 12,024 |
| 4. SoCo        | 10,797 |
| 5. ERC         | 9,151  |
| 6. East Austin | 7,926  |
| 7. SoLa        | 6,455  |
| 8. West Austin | 4,590  |
| 9. MOPAC       | 4,441  |
| 10. MLK        | 2,503  |



4

## Evaluate Sub-Corridors:

### Core

#### 1. East Austin

Total  
Households  
**7,094**

Affordable  
Housing  
Units  
**1,753**

25% Affordable Housing

#### 2. MLK

Total  
Households  
**5,484**

Affordable  
Housing  
Units  
**1,119**

20% Affordable Housing

#### 3. ERC

Total  
Households  
**14,796**

Affordable  
Housing  
Units  
**2,002**

14% Affordable Housing





# 4

## Rank the Problems

Now that you ranked the importance of the evaluation factors, please rank the relative importance of each of the Central Corridor problems from 1 to 5, with 5 being the most important.

A. Congestion/Reliability

☐

B. Constraints and Growth

☐

C. Regional Core Economic Health

☐

D. Strong Centers

☐

E. System Connectivity

☐

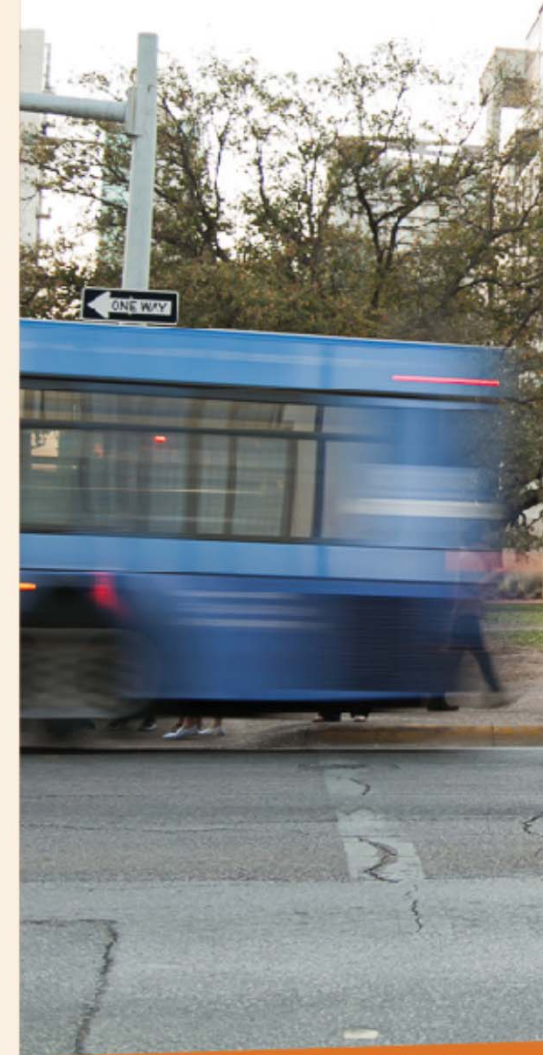
6

## Upcoming Activities

# 6

## Upcoming Activities

- Analyze, compare and contrast
- Finalize evaluation matrix
- Staff recommendation
- Begin priority sub-corridor selection



# 6

## The Road to the Priority Sub-Corridor

### CCAG Meetings

- November 1
  - Present Data (2 of 2)
  - Evaluation Process
  - *Public Comment*
- November 15
  - Evaluation Results
  - Project Team Recommendations
  - *Public Comment*
- December 6
  - *Public Comment*
  - CCAG Selection

### Board & Council Briefings

- December 11
  - Capital Metro Board
- December 12
  - Austin City Council
- TBD
  - Lone Star Board

7

# Citizen Communication

8

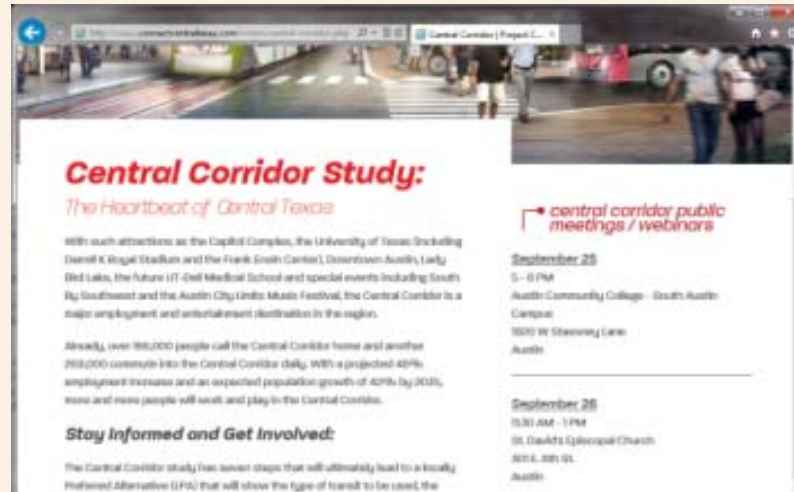
**Next Meeting  
November 15**

# 8

## More Information

# Project Connect & Central Corridor HCT Study

[projectconnect.com](http://projectconnect.com)



# THANK YOU



*project***connect**  
central corridor