



Orange Line Light Rail (& Blue Line)

City of Austin Bicycle Advisory Committee

Kimmy Feldbauer, AECOM: Orange Line Deputy Project Manager

March 16, 2021

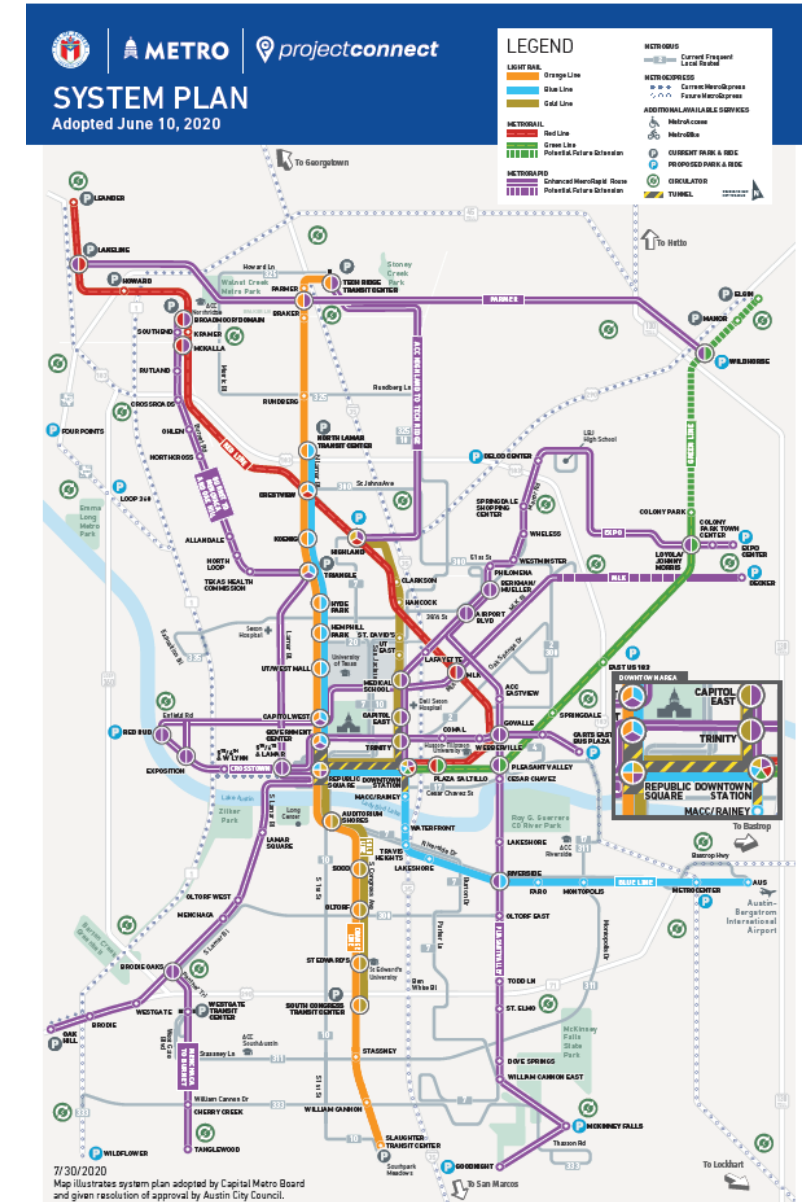
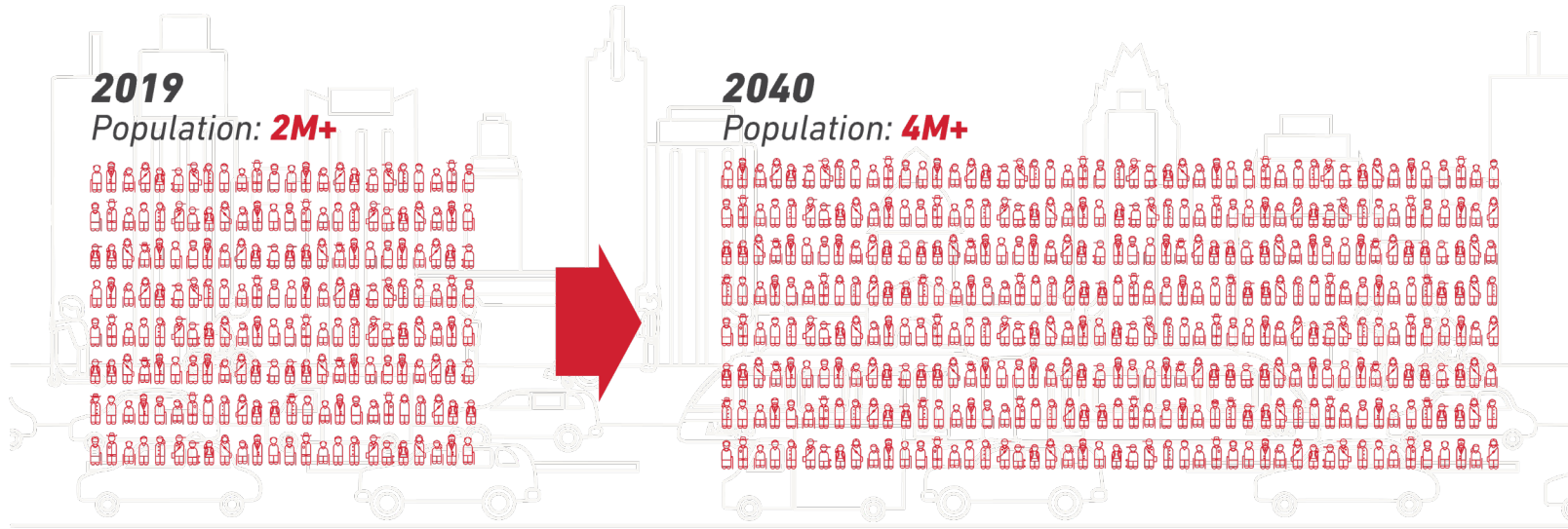




Project History

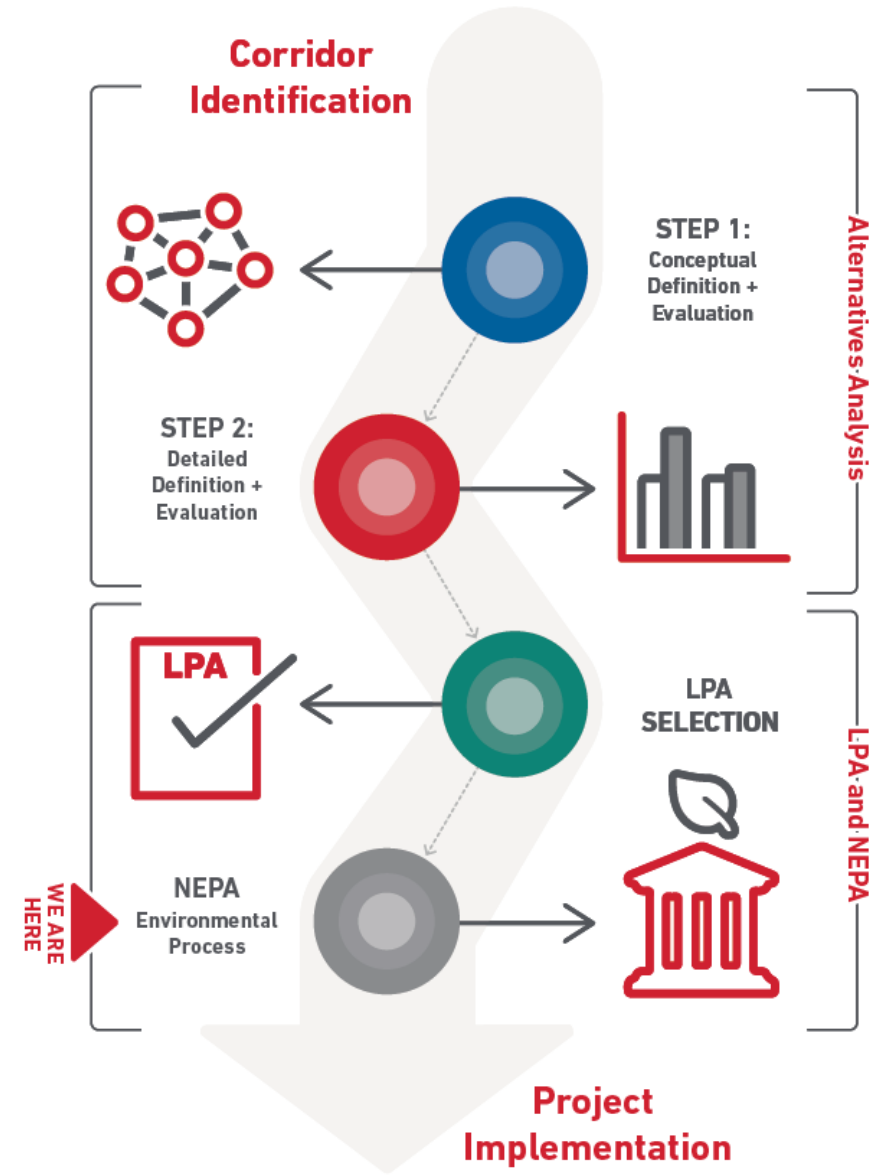


Project Connect System Plan (2016-2019)

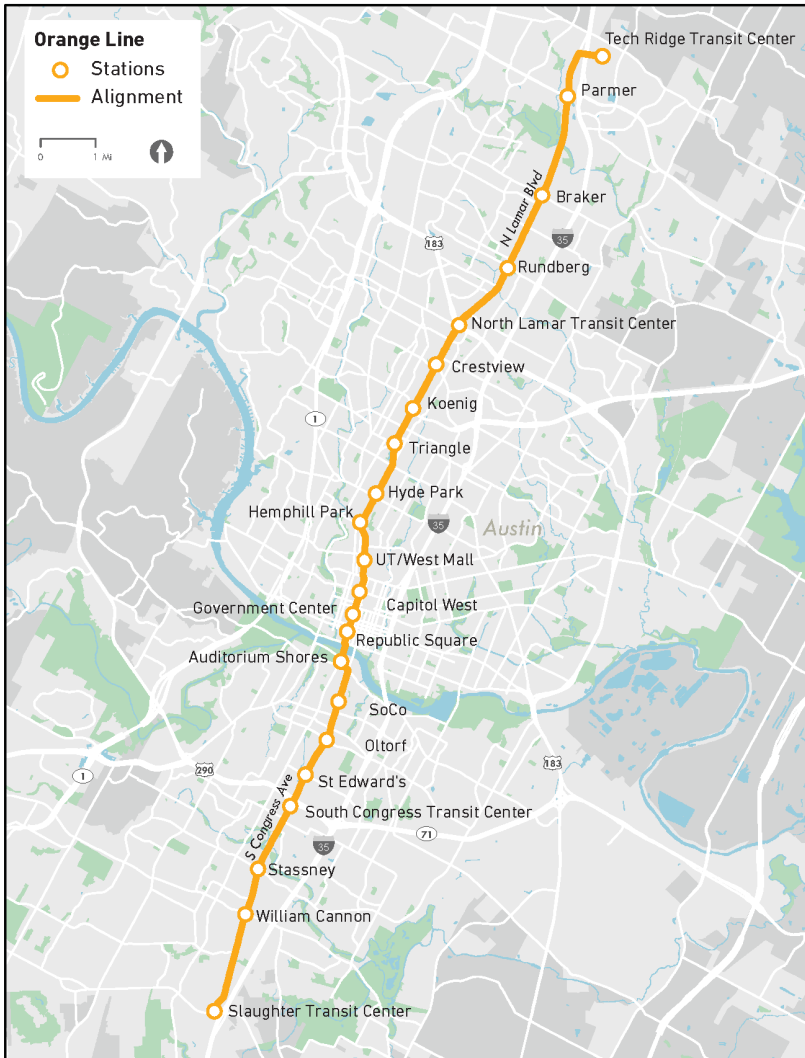


Alternatives Analysis (2019-2020)

- Tiered screening process
- Helped define preferred characteristics of the Orange Line:
 - Alignment (where does it run?)
 - Transitway Type (on, above, or below the street?)
 - Mode (Bus Rapid Transit or Light Rail Transit?)
- Selection of **Locally Preferred Alternative (LPA)**



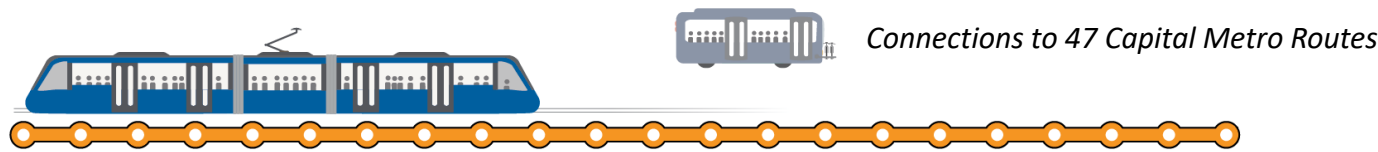
The Orange Line Locally Preferred Alternative (LPA)



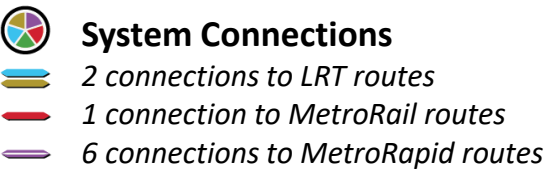
- The proposed Orange Line would be a north/south transit line.
- Would provide high-capacity service within dedicated transitways.
- Would operate along the existing 801 route. Funding from Prop A would deliver initial light rail transit (LRT) service from North Lamar Transit Center to Stassney.
- Up to 22 stations are planned along the route, with service every 10-15 minutes.



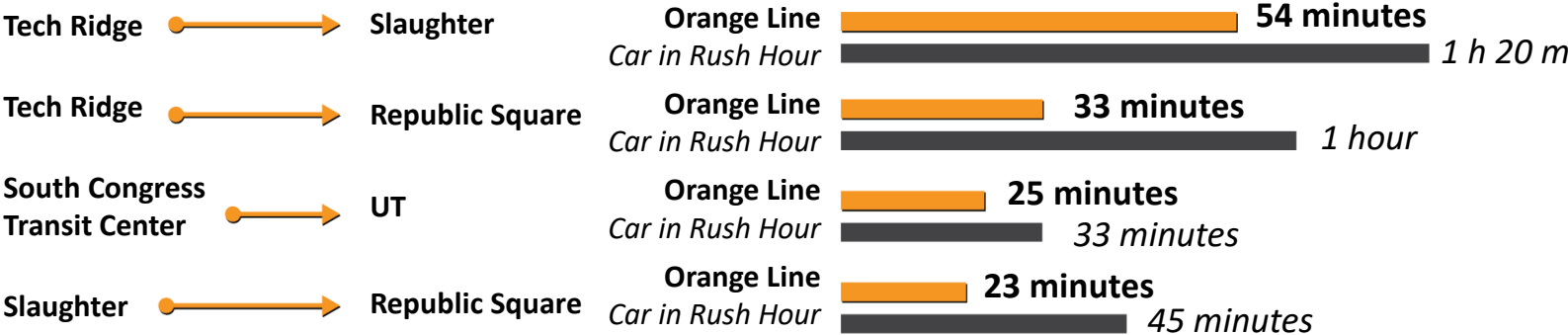
Orange Line LPA Design and Service



20 Miles and 22 Stations



Travel Time



Ridership
Weekday Ridership (2040)
54,000 – 74,400



Demographics¹
Zero Car Households in Station Areas
3,400 | 8%
Individuals in Poverty in Station Areas
21,900 | 23%
Minorities in Station Areas
45,700 | 48%



Employment within ½ mile
Total Employees (2045)²
262,597



Environmental
Vehicle Miles Traveled Reduction
107.8 million fewer miles annually
Greenhouse Gas Reduction
42,800 tons fewer annually

1) Source: U.S. Census Bureau American Community Survey, 2018 5-yr Estimates
2) Source: CAMPO





Referendum



November 2020: Proposition A

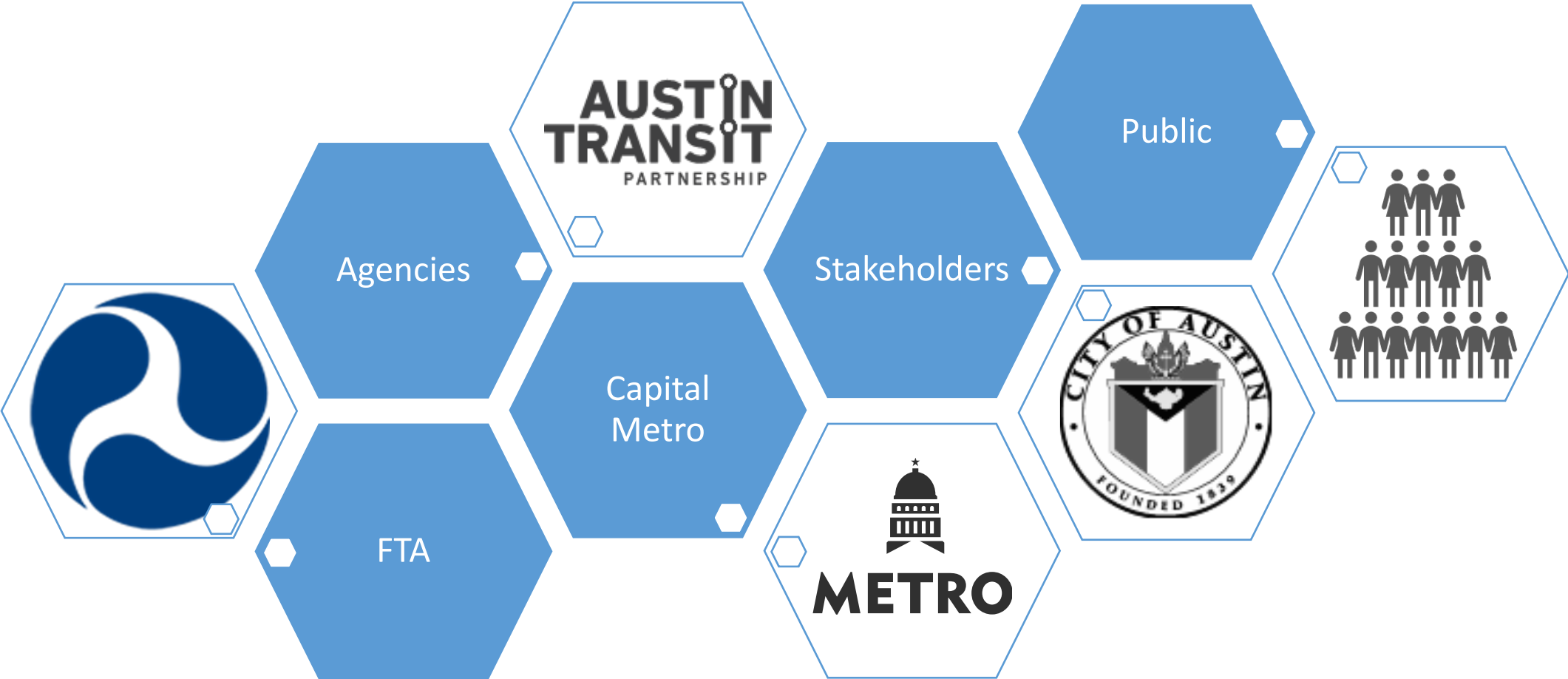


November 2020: Proposition B

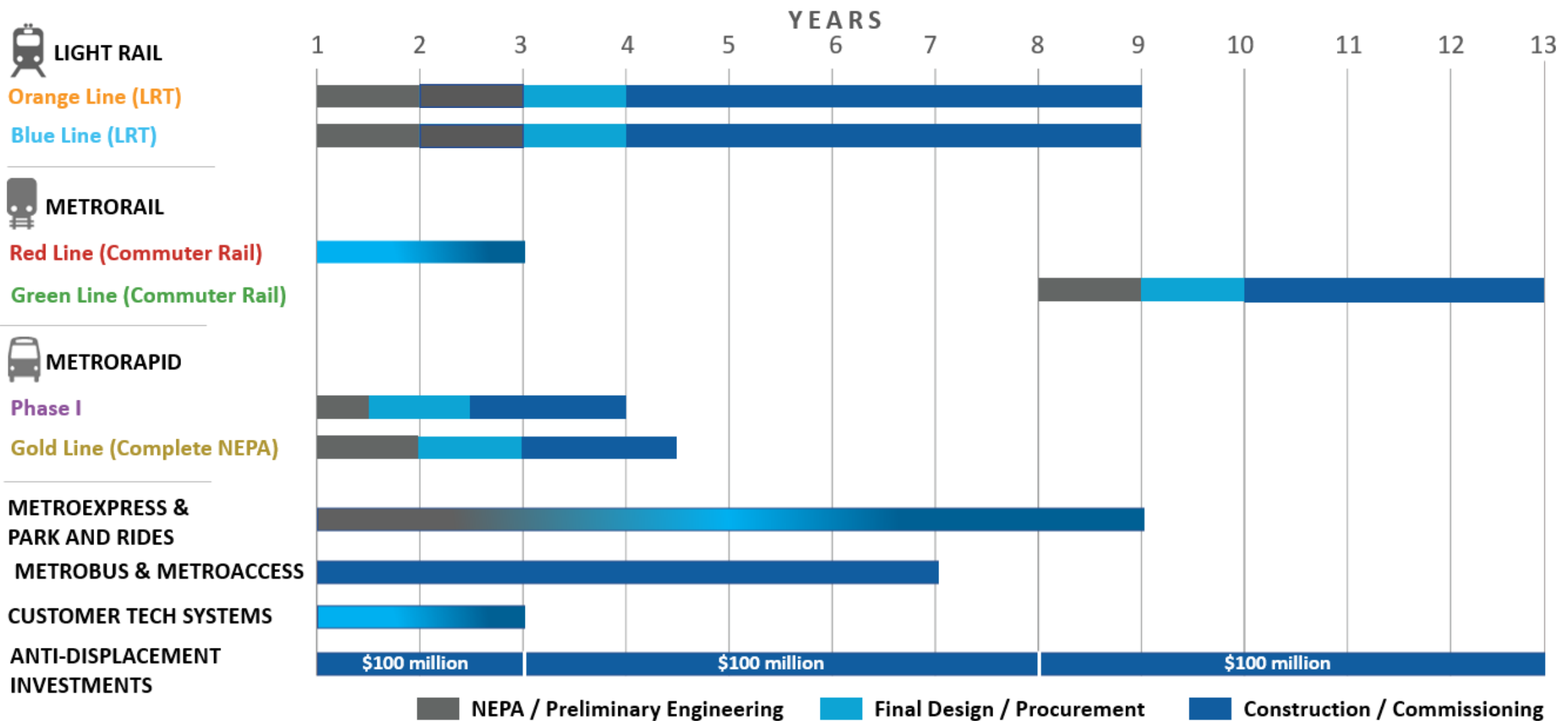
- \$460M general obligation bonds for active transportation and pedestrian infrastructure
- Sidewalks, urban trails, bikeways, safety/vision zero, SRTS, etc.
- Enhance connectivity and complement transit investment secured by Project Connect (Prop A)
- Designed and delivered in concerted effort with Project Connect



Project Connect Program



Project Connect Sequence Plan



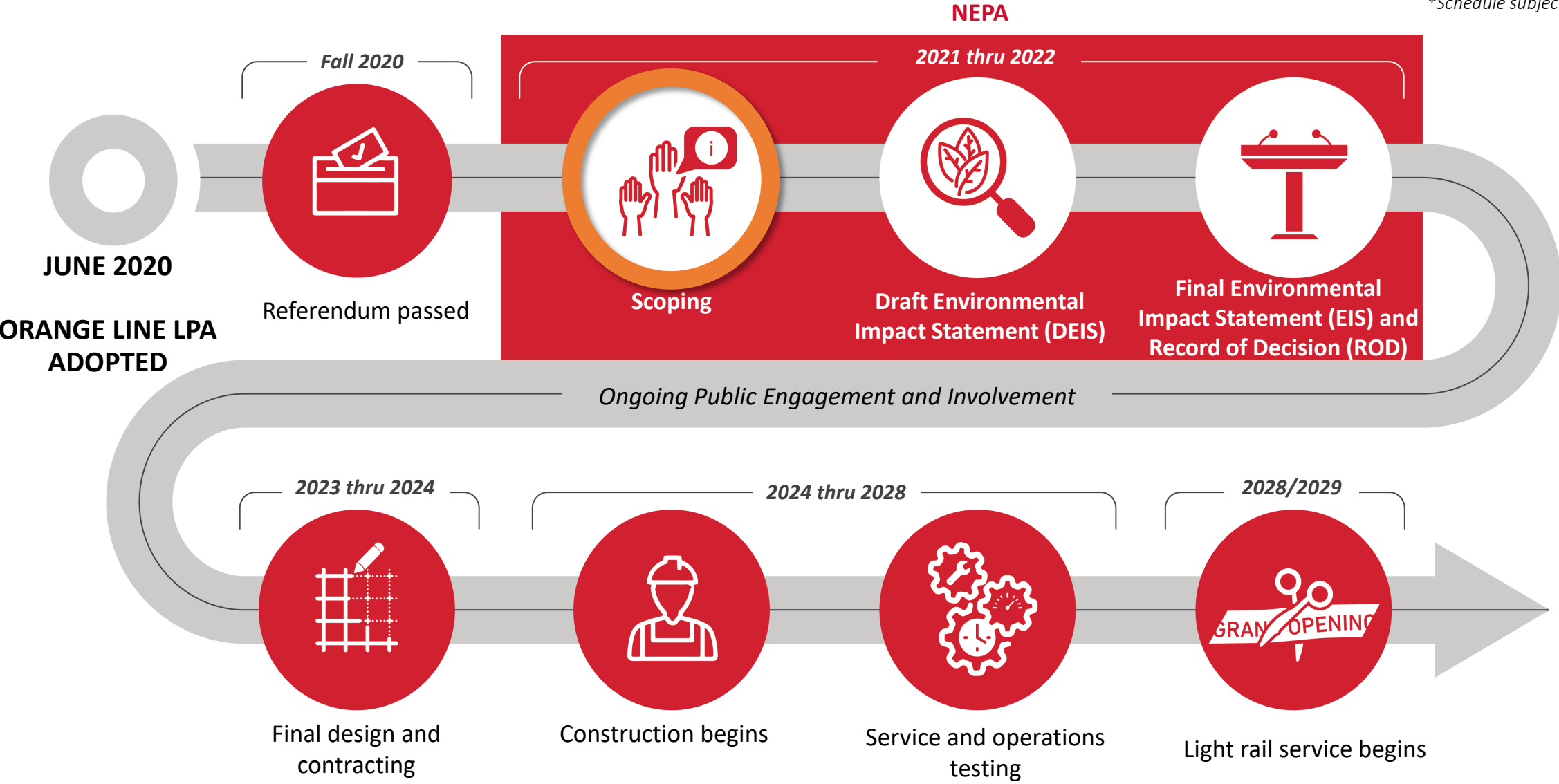


Preliminary Engineering & Environmental Review Process



Project Implementation

**Schedule subject to change.*



Cooperating and Participating Agencies

In addition to FTA and Capital Metro, local, regional, state, and federal regulatory agencies are invited to participate in the NEPA process.

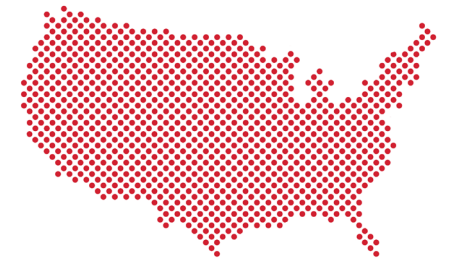
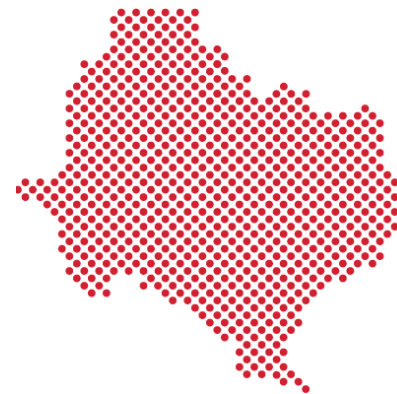
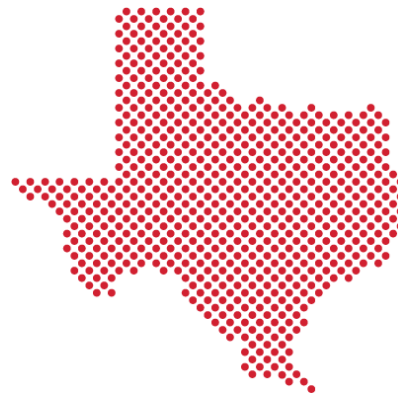
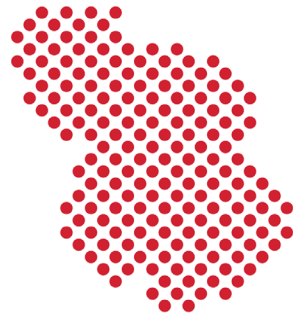
LOCAL

REGIONAL

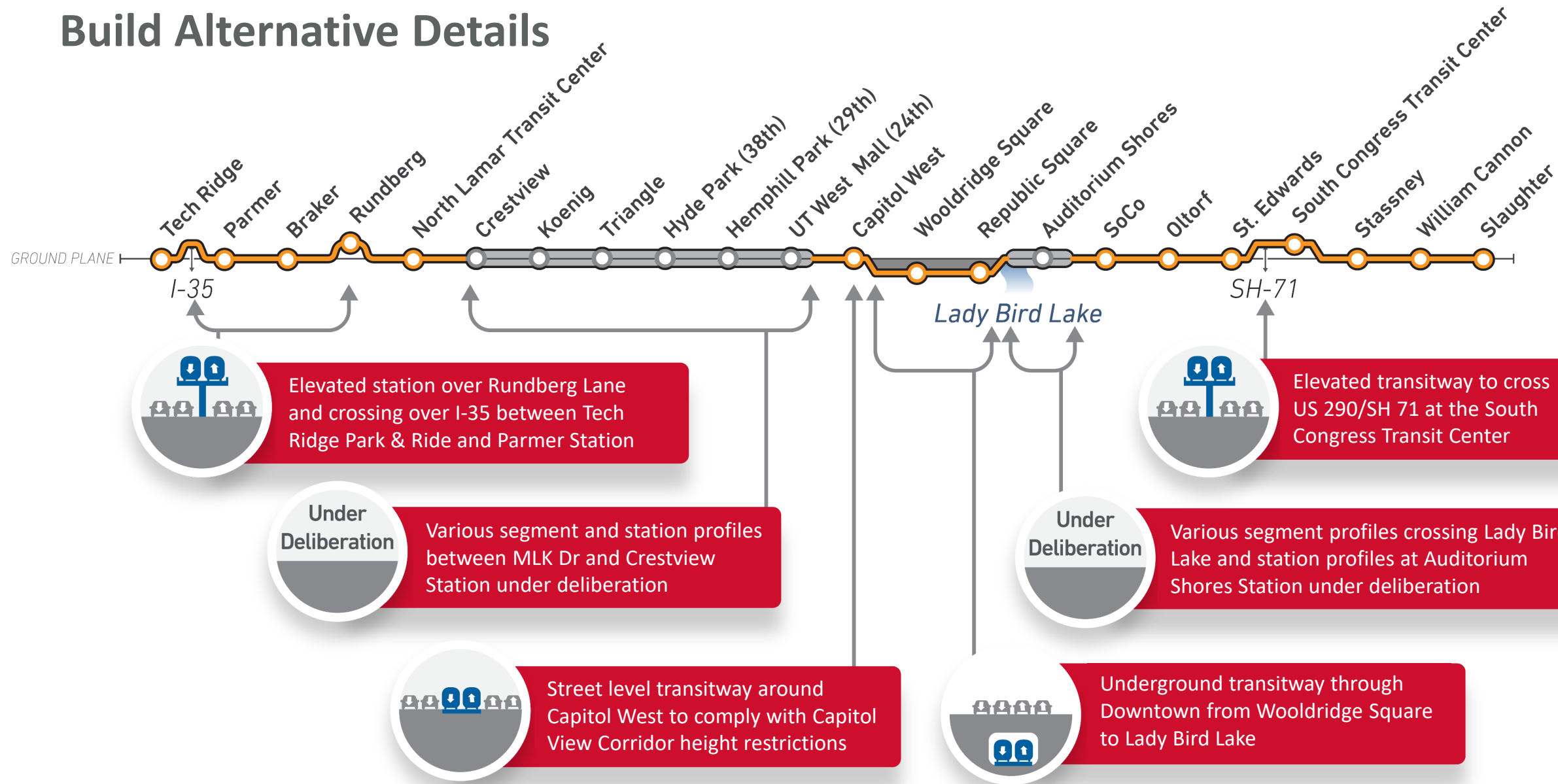
STATE

TRIBAL NATIONS

FEDERAL



Build Alternative Details



Transportation Impacts & Station Area Analysis

- Existing and planned **pedestrian facilities** & gaps
 - ½ Mile Buffer
- Pedestrian opportunities and constraints
- Existing and planned **bicycle facilities** and gaps
 - 3 Mile buffer
- Bicycle opportunities and constraints



Transportation Impacts & Station Area Analysis

Bicycle Facilities

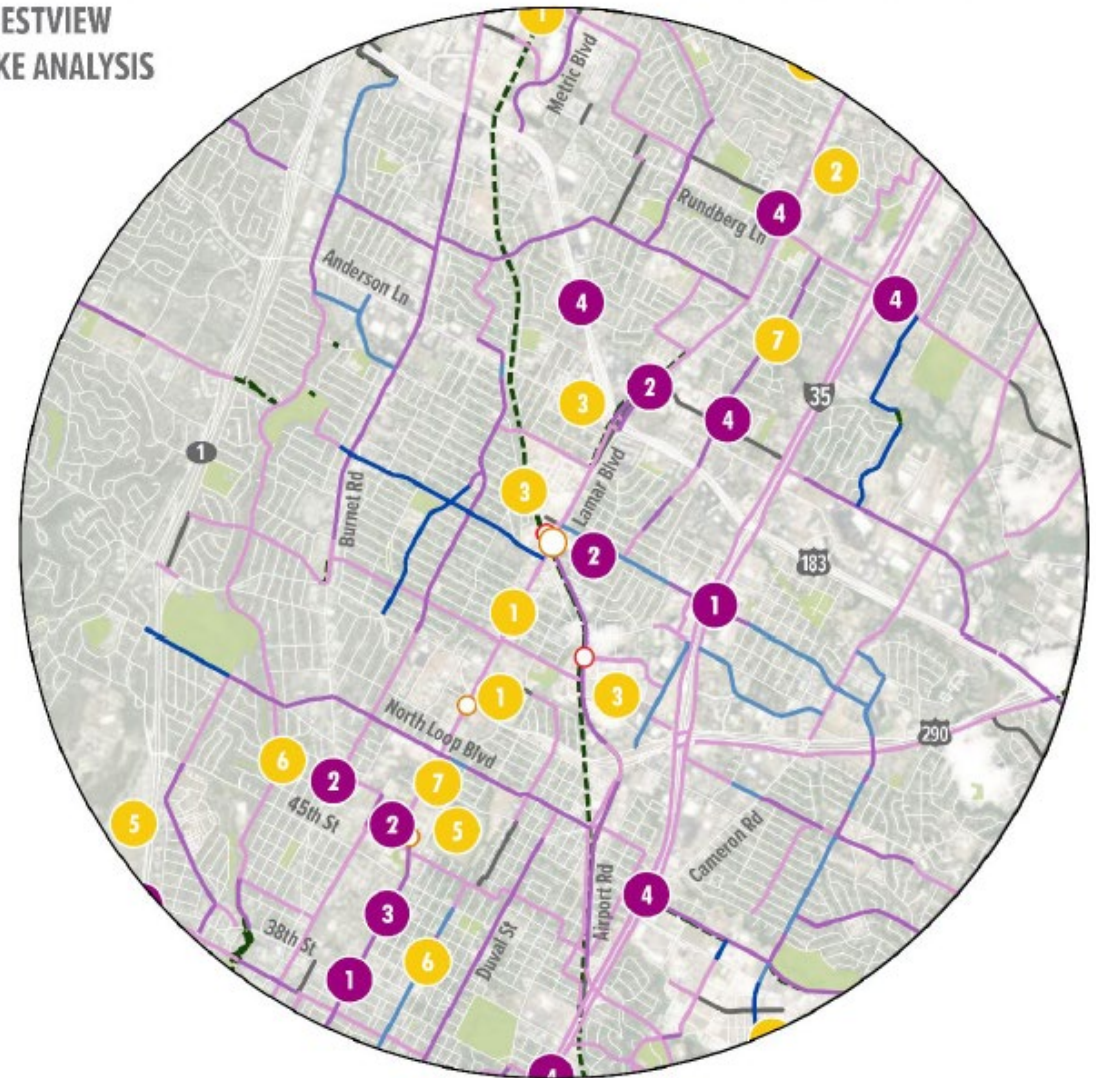
Characteristic	within 3 Miles of Station
Existing Bicycle Facilities (Miles)	101.4
Bike Lanes	27.9
Shared Lanes	54.5
Protected Bikeway	4.5
Buffered Bike Lanes	7.5
Undefined	7.0
Planned Bicycle Facilities (Miles)	--
Bike Lanes	--
Shared Lanes	--
Protected Bikeway	--
Buffered Bike Lanes	--
Trails (Miles)	2.4
# of Bicycle Facility Gaps	7
Shared Mobility Services	
# of Bike Shares Kiosks	0
# of Car Share Location	--
# of Parking Spaces	--

Multimodal Connectivity

# of Key Destinations	50
# of Local Bus Stops within 3 Miles	564
# of HCT Stations within 3 Miles	2

ORANGE LINE CRESTVIEW BIKE ANALYSIS

OPPORTUNITIES AND CONSTRAINTS



Legend

	3 Mile Buffer		Urban Trails
	Protected Bikeway		Orange Line Station
	Buffered Bike Lane		Red Line Station
	Bike Lane		B Cycle Station
	Shared Lane		
	Undefined Facility		

Bicycle Constraints

- 1 Lack of High Comfort Facilities
- 2 Lack of High Comfort Crossing
- 3 Limited Right-of-Way
- 4 Built Environment Barrier

Bicycle Opportunities

- 1 High Employment Density
- 2 High Residential Density
- 3 Multimodal Connections
- 4 Access to Key Destinations
- 5 Access to Urban Trails
- 6 Existing High Comfort Facility
- 7 Potential Parallel Bike Facility



The Project Connect Community Office is located at 607 Congress Ave.

Office is currently closed due to COVID-19 restrictions. Stay tuned for updates.



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We value your input. Sign up to receive updates or learn about upcoming meetings.



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