

MOTION SHEET #5

I move to amend the Austin Strategic Mobility Plan as follows:

1) Amend Page 36 (already reflecting changes from City Staff in B-53) as follows:

“Population density refers to the amount of people that live, work, or play within a specified geographic area. It is generally measured by people or units per acre. Transit-supportive density is measured as an average density across an entire corridor. This means individual segments and properties may have higher or lower densities, which helps give flexibility in planning. When enough people live, work, or play in an area, it means that public transportation serving the area can be economically, environmentally, and socially efficient.

Different contexts, including whether a place is urban or suburban, whether it is residentially- or commercially-focused, and other differences, may require different densities to be transit-supportive. Transit-supportive densities are also different for different levels of transit service; generally higher levels of service require higher density.

Within the urban and suburban contexts of Austin, Capital Metro has defined the minimum transit-supportive density levels needed to support cost-effective ~~transit~~ local bus service.

Contiguous areas of the following densities are deemed transit-supportive and should be prioritized for ~~transit~~ local bus service within walking distance (1/4 mile):

- Capital Metro Residential densities of 16 people per acre or
- Capital Metro Employment densities of 8 employees per acre

The City should set higher transit-supportive density targets for the various modes of transit that will help ensure adequate ridership and achieve decreases in drive-alone trips. By achieving these transit-supportive densities along the Transit Priority Network and other existing bus lines, Capital Metro can avoid service changes that eliminate or move routes due to a lack of density and riders and can support future high capacity transit.

The Federal Transit Administration (FTA) scores applications for Federal funding assistance based on the transit project's surrounding density, among other things. The FTA sets density benchmarks to ensure that neighborhoods surrounding proposed transit stations have the fundamentals in place to ensure that as service is improved over time there is a mix of housing options for existing and future residents. All projects submitted must achieve an average “Medium” grade across all categories, including density, to be eligible for these funds. A “Medium-High” or “High” grade makes grant proposals more competitive. The FTA measures

density in a 1/2 mile radius around transit stations. The FTA also takes Central Business District parking levels into account.”

Federal Transit Administration Density Benchmarks (June 2016)

	<u>Station Area Development</u>		<u>Parking Supply</u>	
<u>Rating</u>	<u>Employment Served by System</u>	<u>Avg. Population Density (per acre)</u>	<u>CBD Typical Cost-Per-Day</u>	<u>CBD Spaces Per Employee</u>
<u>High</u>	<u>>220,000</u>	<u>>23.4</u>	<u>>\$16</u>	<u><0.2</u>
<u>Medium-High</u>	<u>140,000-219,999</u>	<u>15-23.4</u>	<u>\$12-\$16</u>	<u>0.2-0.3</u>
<u>Medium</u>	<u>70,000-139,999</u>	<u>9-14.9</u>	<u>\$8-\$12</u>	<u>0.3-0.4</u>

Transit-Supportive Densities for different modes and frequencies

The chart below contains goals for average transit-supportive densities within a ½ mile of transit for various levels of transit service beyond the federal minimum standards.

Mode	Frequency	People per acre	Jobs per acre
Light Rail	Every 10 minutes or better	>45	>25
Bus Rapid Transit	Every 10 minutes or better	30-45	15-25
Rapid Bus	Every 10-20 minutes	30-45	15-25
Local Bus	Every 30 minutes	15-30	10-15
Local Bus	Every 60 minutes	10-15	5-10

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