

Revision to CM Flannigan #5 Late Backup #33

"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 uses context sensitive service guidelines, based on national best practice, that consider elements referred to as the "Six D's" (destinations, distance, design, density, diversity and demand management) that support cost-effective and useful transit service. Contiguous areas of the following densities are deemed transit-supportive and should be prioritized for fixed route 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*

*As the level of service increases to high-capacity transit, densities and other transit-supportive factors should also increase beyond the guidelines shown above.

The City should set higher transit-supportive density targets by advancing the "Six D's" referenced above, 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 and other transit supportive practices 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 ridership and can support future high capacity transit.

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