

LOCALLY PREFERRED ALTERNATIVE ORANGE & BLUE LINE Conceptual Process



projectconnect

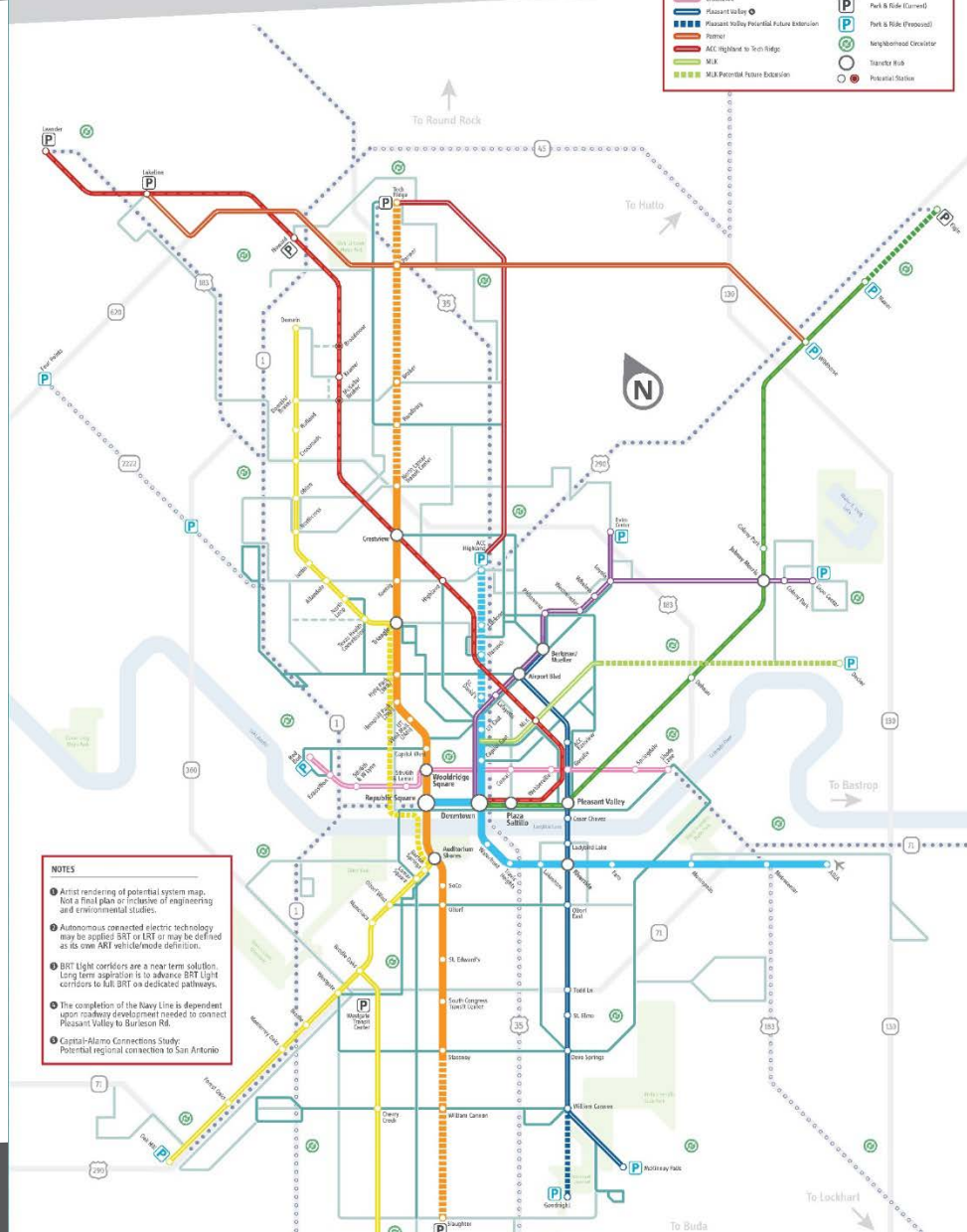
New Transit Options for a Greater Austin

Conceptual Analysis

LONG TERM VISION PLAN

LEGEND - Project Connect Long Term Vision Plan

High Capacity Rapid Transit	Commuter Rail
Blue Line - Extended	Green Line - Extension
Blue Line - Proposed Future Extension	Red Line - Extension
Orange Line - N. Central & Congress	Other Items
Orange Line - Potential Future Extension	Highway
New Rapid Transit Light (Low Priority Transit)	Recent Local Routes
Dark Green	Local Routes (Current)
Yellow	Local Routes (Proposed)
Yellow	Express Routes (Current)
Yellow	Express Routes (Proposed)
Orange	Park & Ride (Current)
Orange	Park & Ride (Proposed)
Orange	Neighborhood Circulator
Orange	Transfer Hub
Orange	Potential Station



- NOTES**
- 1. Artist rendering of potential system map, not a final plan or inclusive of engineering and environmental studies.
 - 2. Autonomous connected electric technology may be applied BRT or LRT or may be defined as its own AMT vehicle mode definition.
 - 3. BRT Light corridors are a new term solution. Long term solution is to advance BRT Light corridors to full BRT on dedicated pathways.
 - 4. The completion of the Navy Line is dependent upon roadway development needed to connect Pleasant Valley to Burleson Rd.
 - 5. Capital-Airport Connections Study: Potential regional connection to San Antonio

VISION MAP

PROJECT DEVELOPMENT SCHEDULE



June 13 City Mobility Committee and June 21 Capital Metro Board Meeting
 » Presentation of alternatives analysis methodology

July / August - Community engagement

Week of September 2 or 9
 » Site tours Orange and Blue Lines (Public)

September / October – Community engagement

Week of October 7 or 14 - Joint Capital Metro Board / City Council Workshop
 » Discussion of (BRT), Light Rail Transit (LRT) and Autonomous Rapid Transit
 » Surface, tunnel and aerial alternatives

October / November – Community engagement

December 16 - Joint City Council / Board Workshop
 » Preliminary LPAs Orange, Blue, BRT Light
 » Capital Metro Board Meeting refer draft LPA's for public comment

January and February 2020 – Community engagement- ment on draft LPAs

Week of March 2 or 9 - Joint City Council / Capital Metro Board Workshop
 » Consideration of comments from community engagement

March 23, 2020 - Capital Metro Board adoption of final LPAs

May 2020 - CAMPO
 » Action to approve entry into the Long-Range Plan

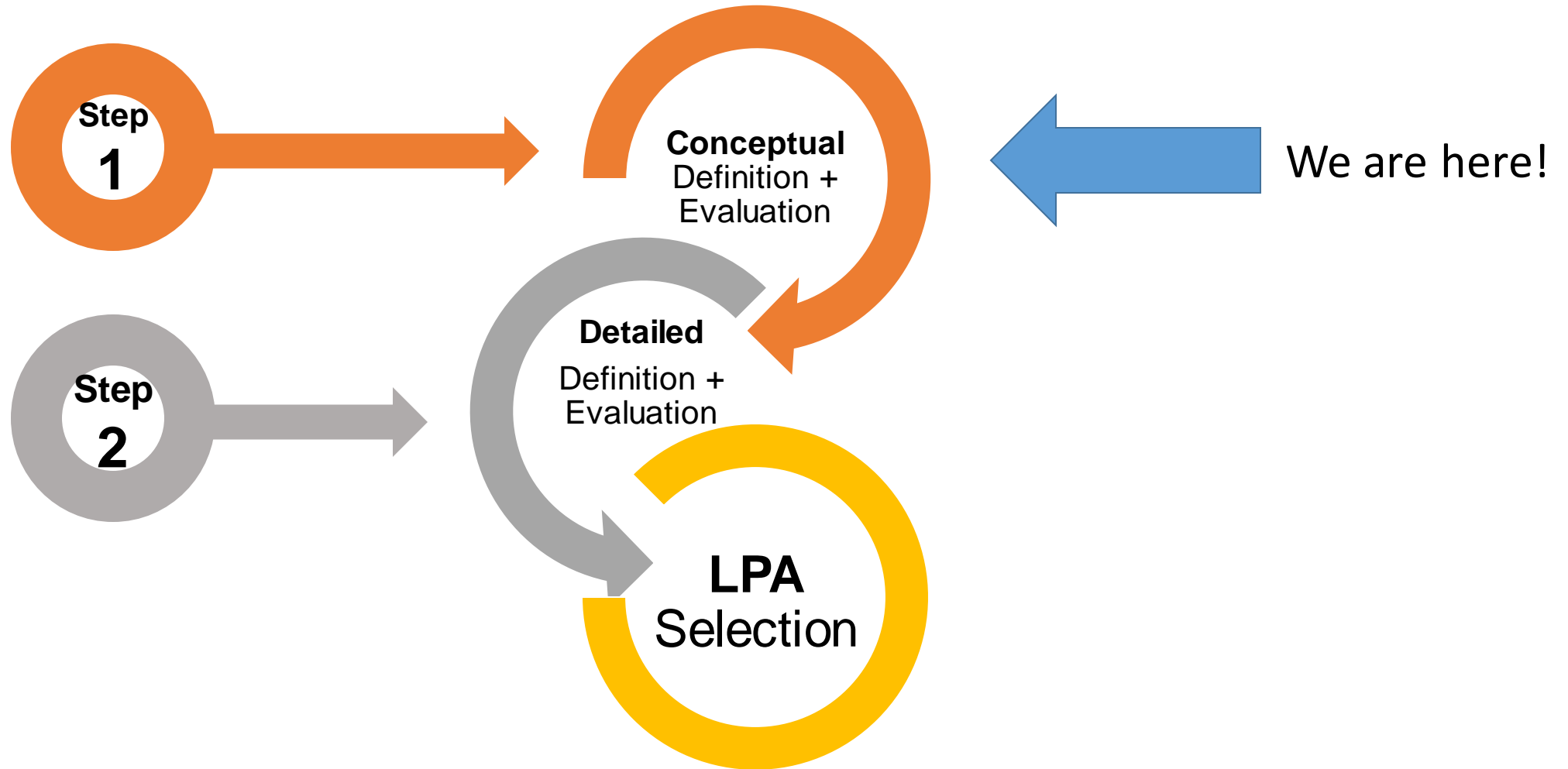
Date TBD
 » Council direction to initiate bond package process
 » Council requests and approves ballot language

FEDERAL ENVIRONMENTAL REQUIREMENTS

National Environmental Policy Act (NEPA)

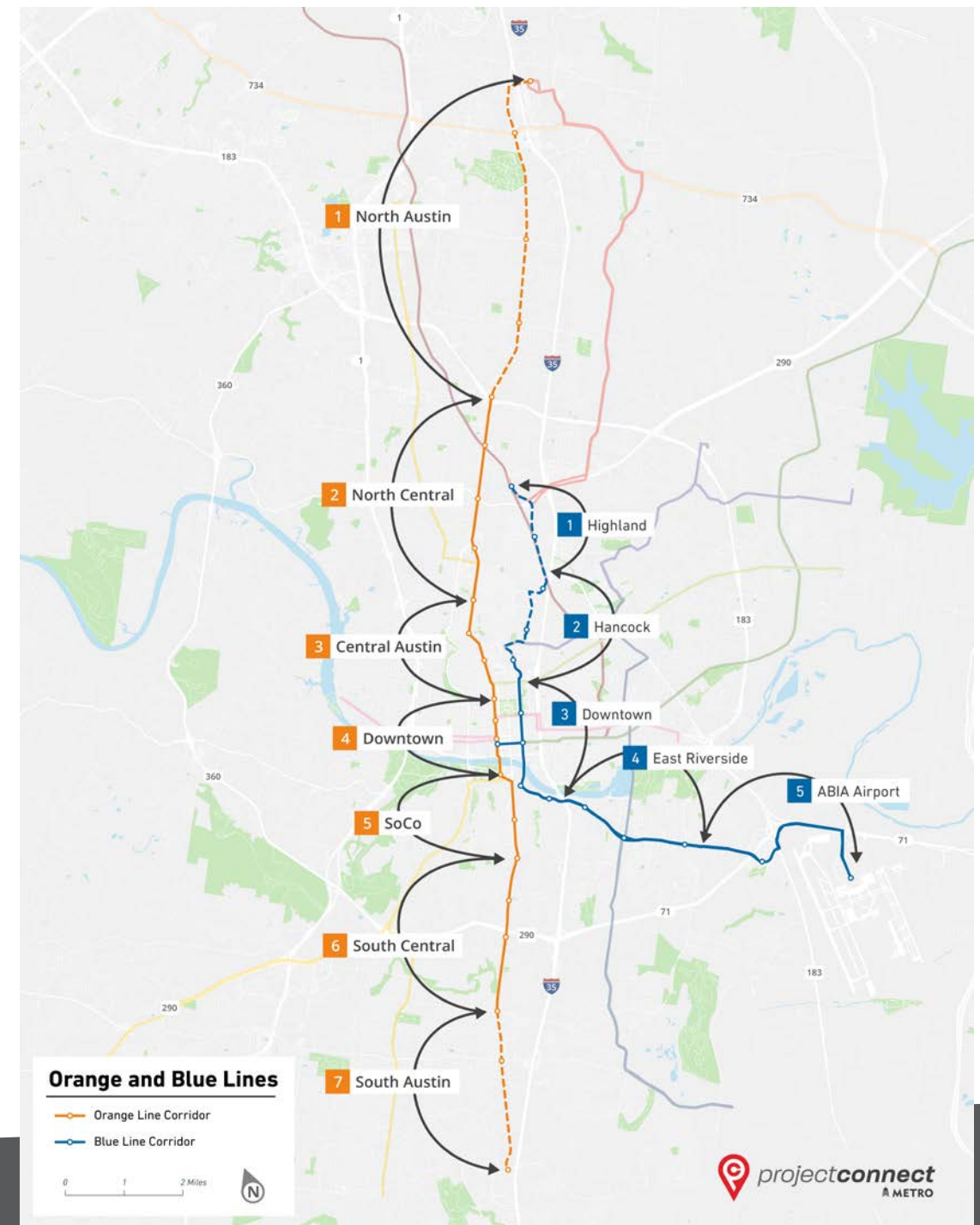
- Different levels of analysis required by NEPA
 - Environmental Impact Statement
 - Identification of potential impacts and benefits to the social, natural, and physical environment
 - Results in a Record of Decision (ROD) that identifies mitigation of adverse impacts
 - Orange and Blue Lines
 - Categorical Exclusion
 - Assumes limited adverse impacts
 - For minor actions that meet FTA criteria
 - Bus Rapid Transit – Light Corridors

TWO STEPS TO LOCALLY PREFERRED ALTERNATIVE (LPA)



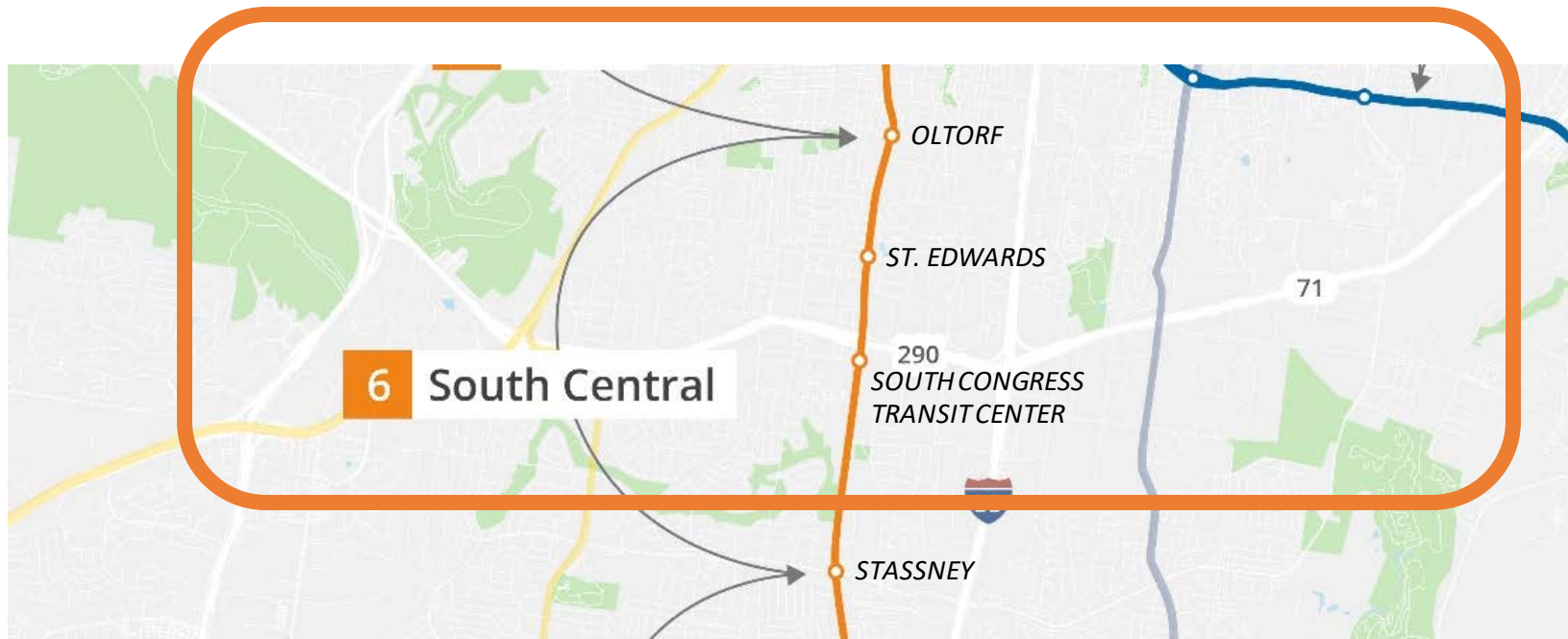
LPA DETERMINATION

- Selection of areas based upon commonality of available Right of Way
- Step 1
 - Analyze right-of-way widths by area
 - Establish segments based on general right-of-way widths
 - Determine potential transitway options
 - At-Grade
 - Elevated
 - Cut and Cover
 - Tunnel
 - Identify potential station options

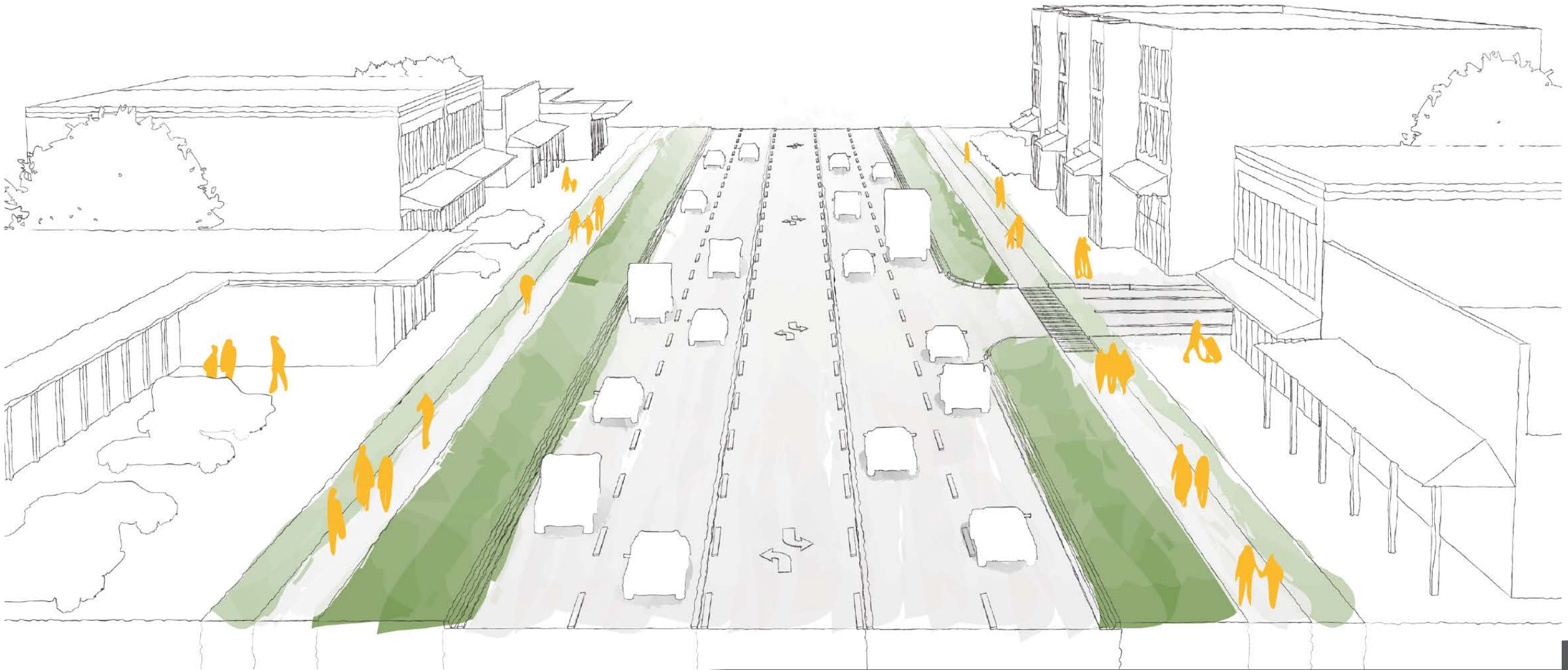


EXAMPLE: ORANGE LINE SEGMENT 6

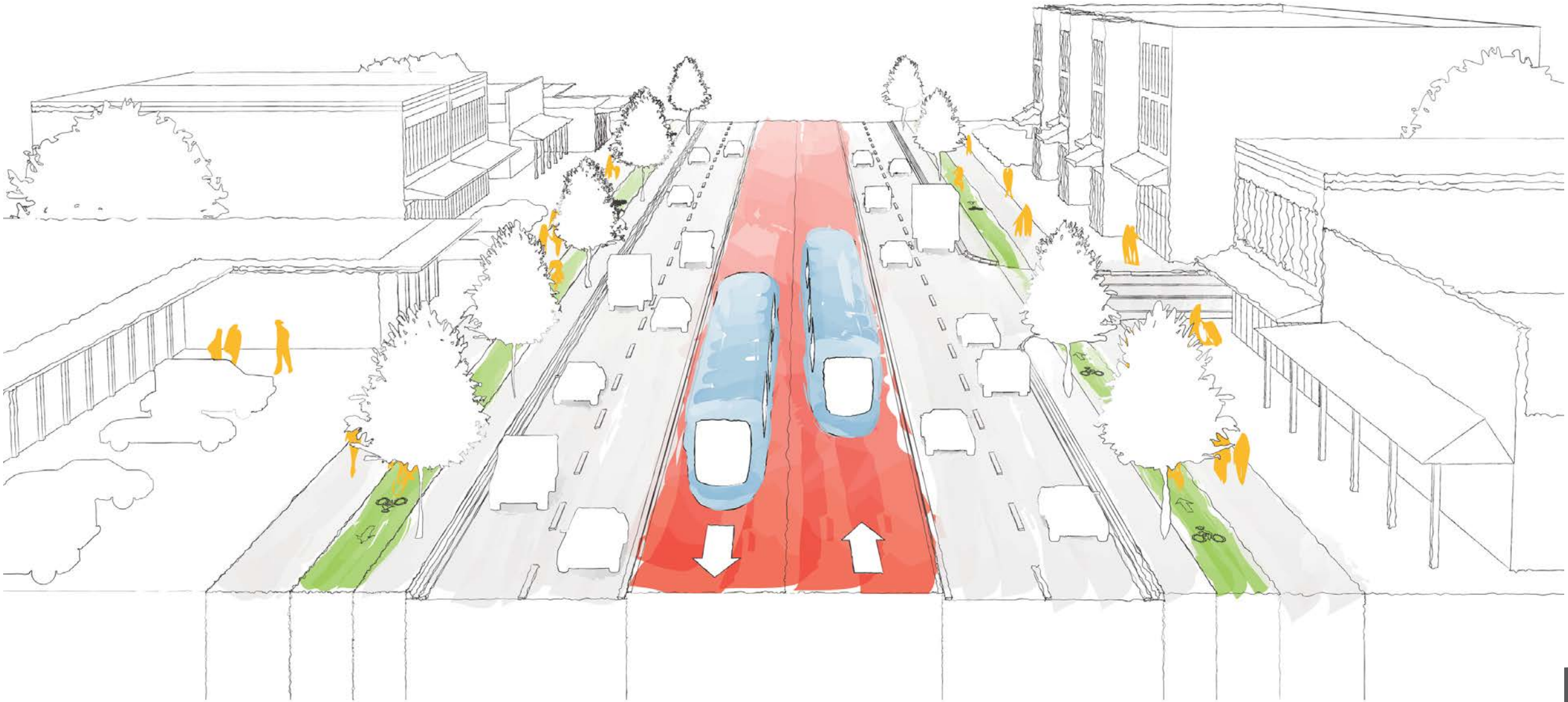
- Evaluation to be based on available Right of Way
- Example segment has sufficient ROW to allow At-Grade with minimal trade-offs



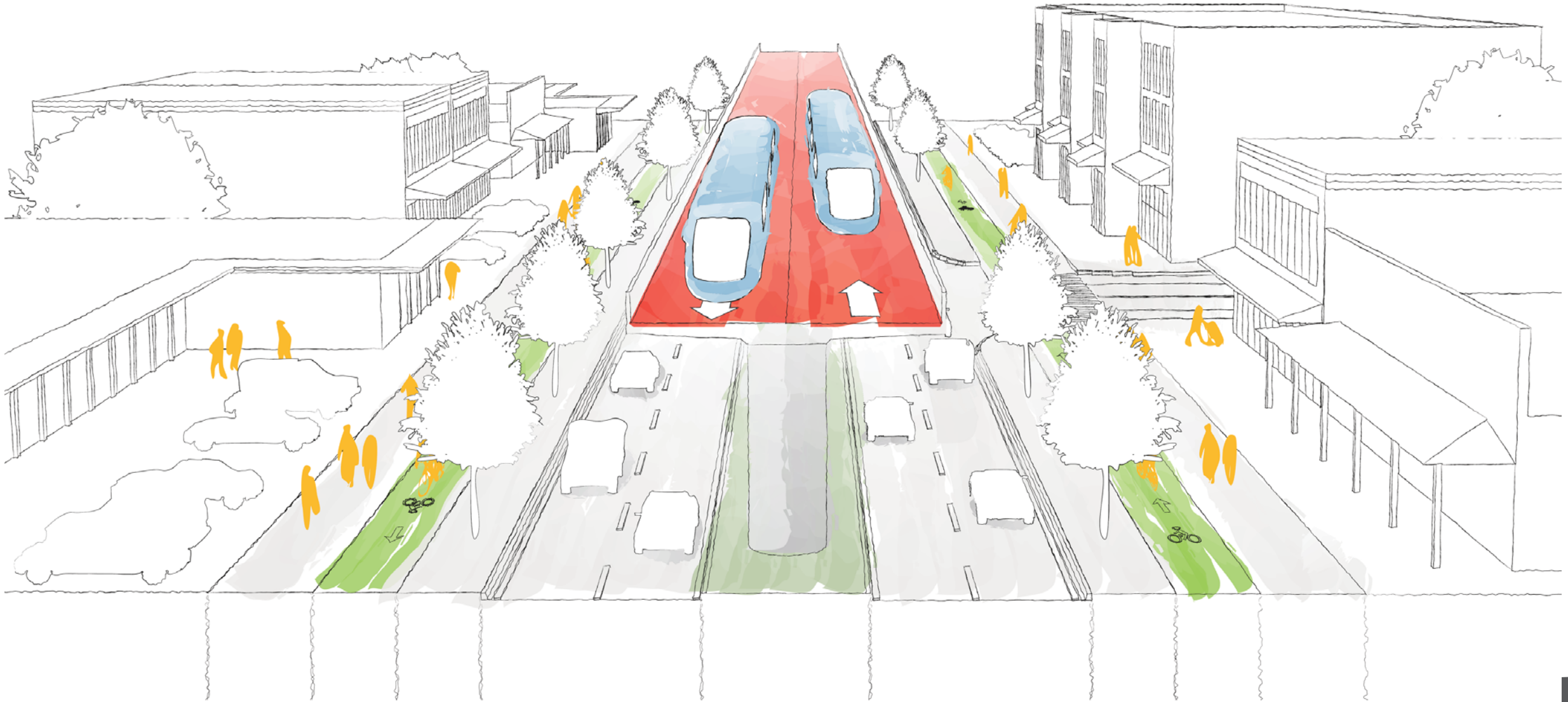
EXAMPLE OF GENERIC EXISTING CONDITIONS



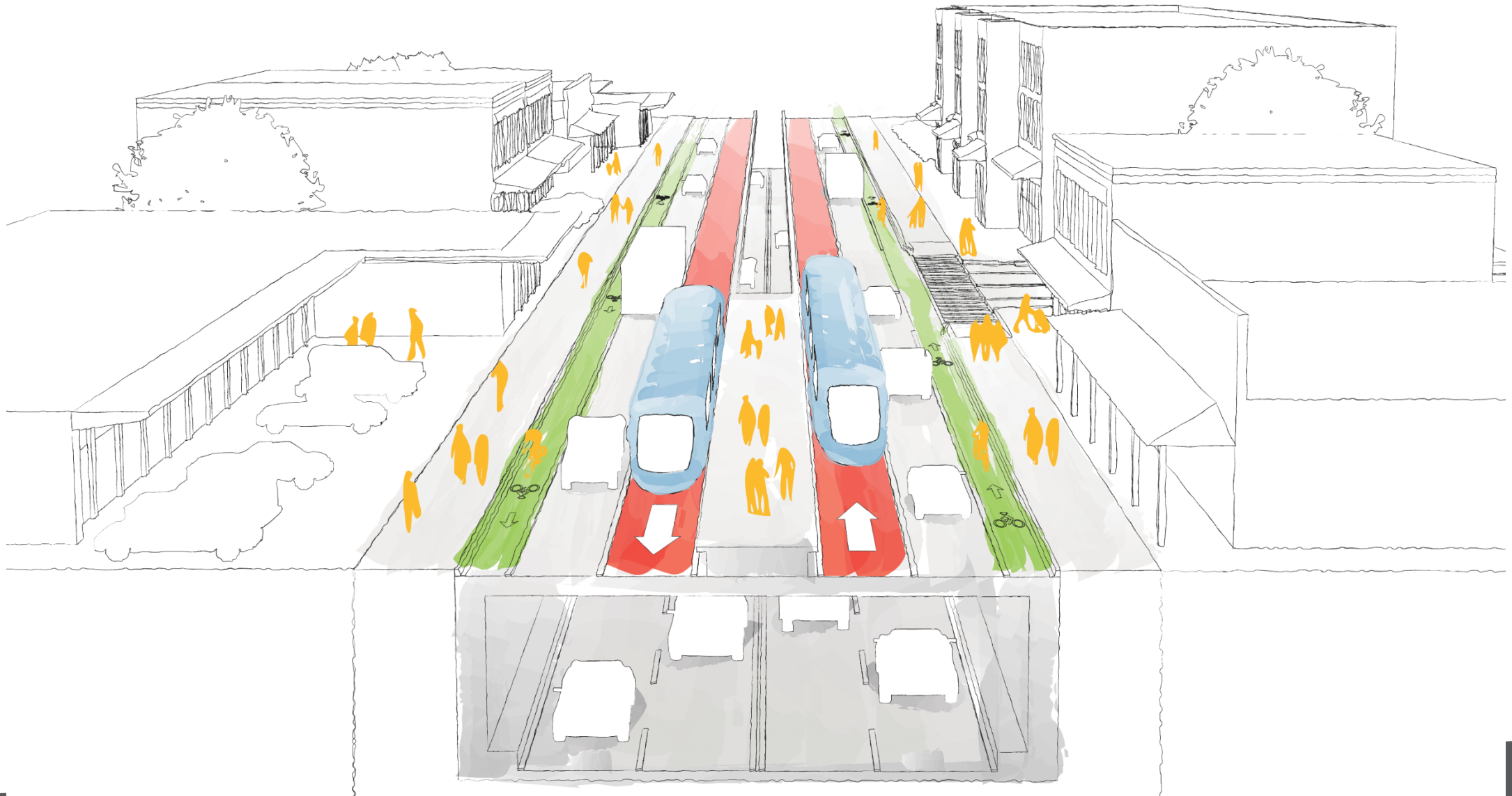
EXAMPLE OF GERNATIC DEDICATED SURFACE TRANSITWAY



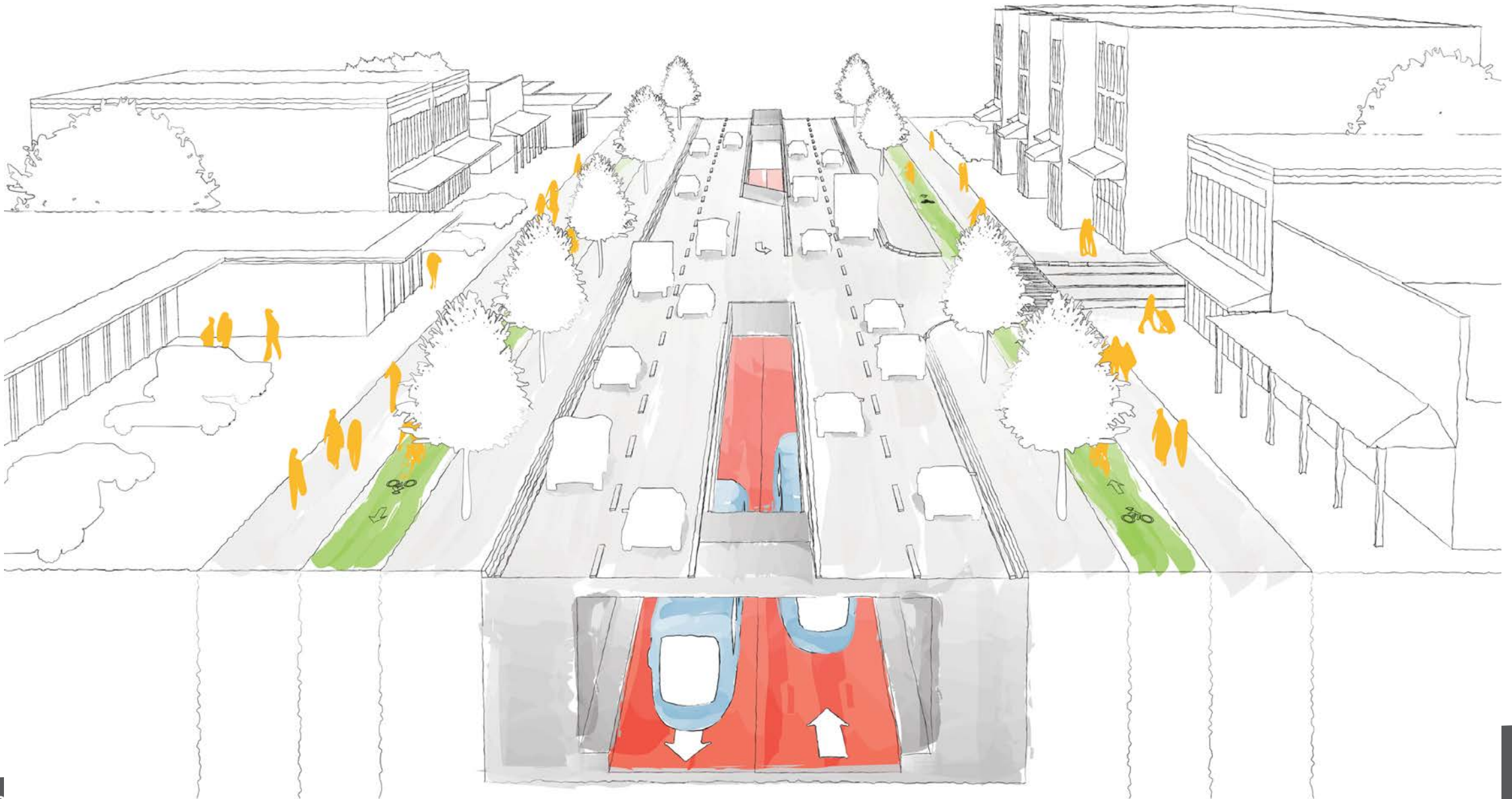
EXAMPLE OF GENERIC ELEVATED TRANSITWAY



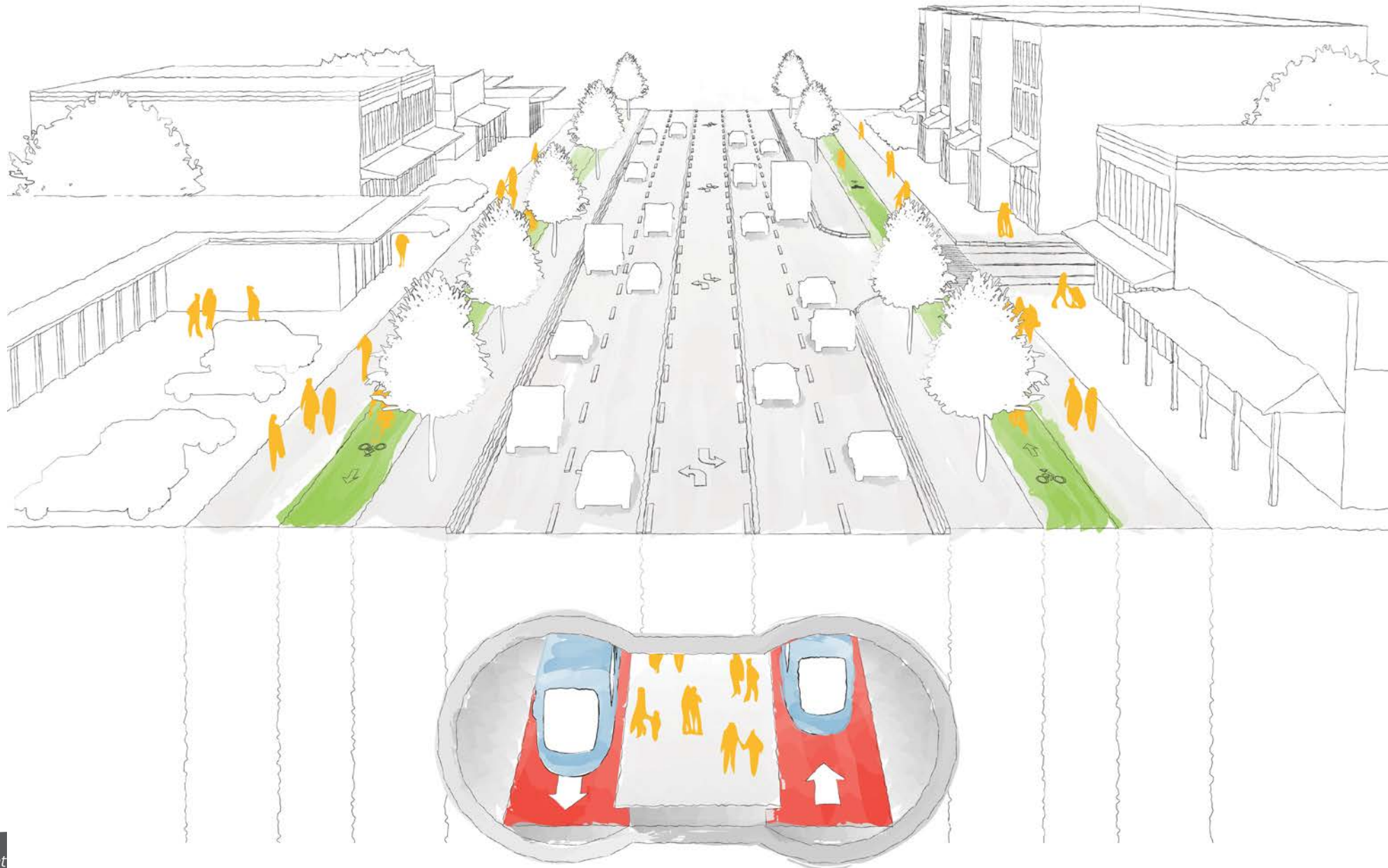
EXAMPLE OF GENERIC CUT + COVER TRANSITWAY AT-GRADE AND VEHICLES UNDERGROUND



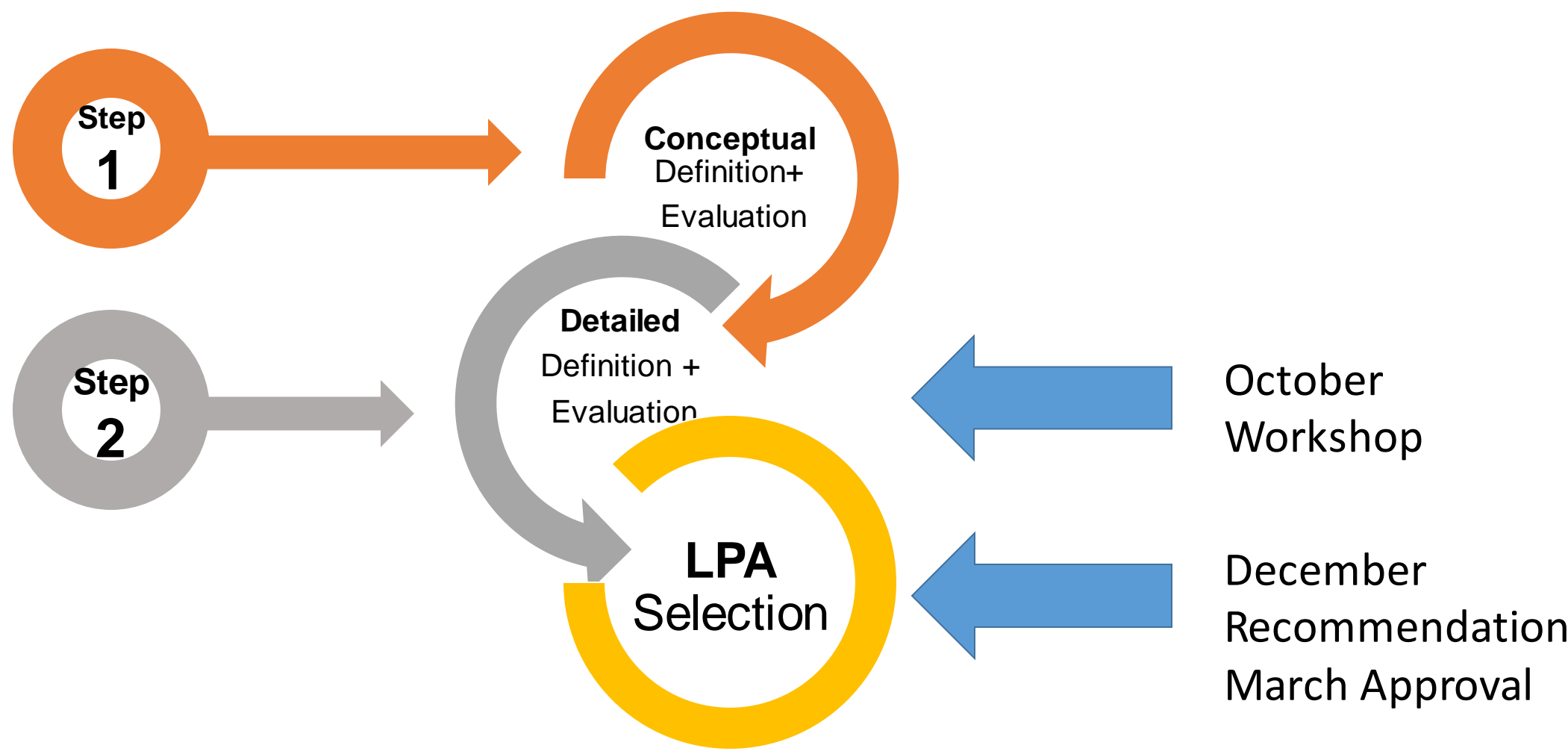
EXAMPLE OF GENERIC CUT + COVER TRANSITWAY UNDERGROUND AND VEHICLES AT-GRADE



EXAMPLE OF GENERIC BORE TUNNEL TRANSITWAY BELOW GROUND



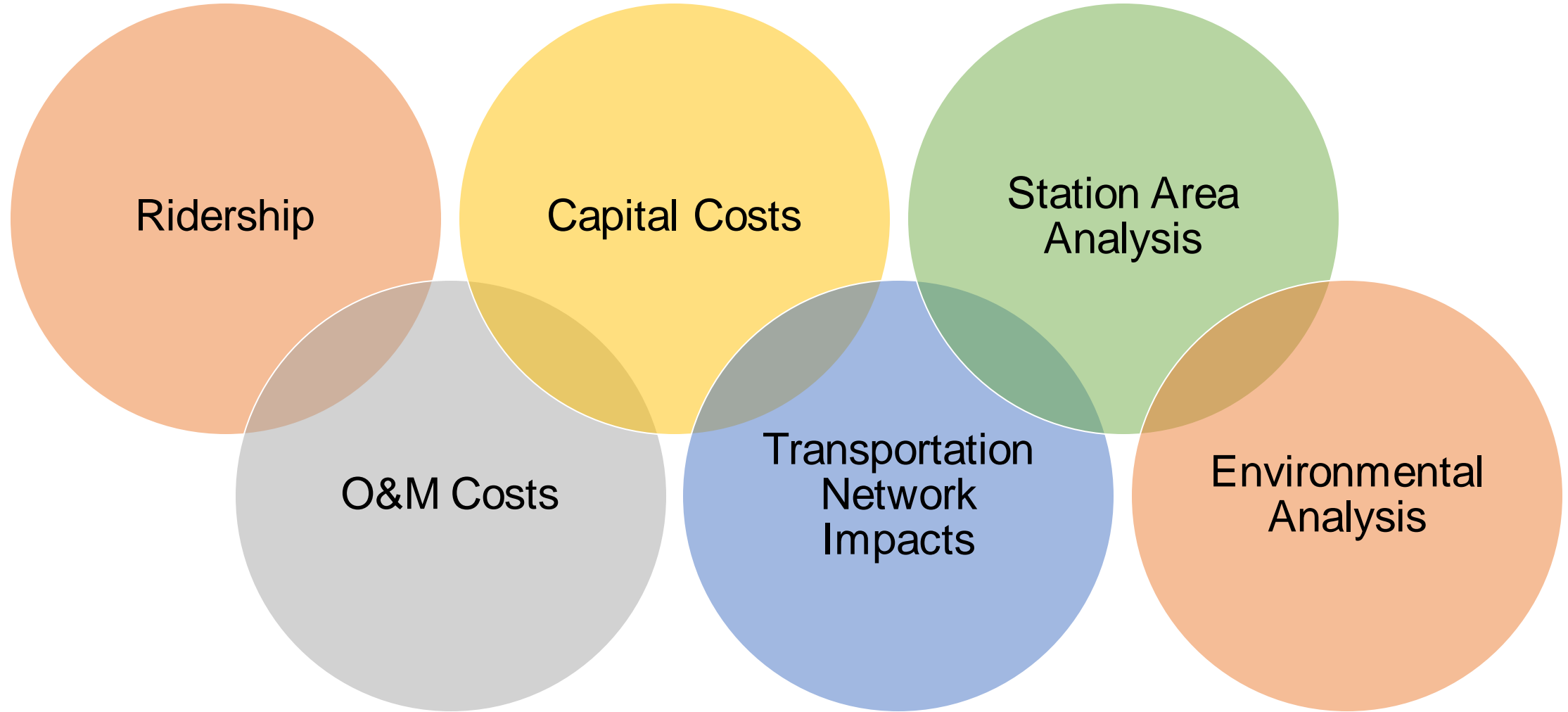
STEP 2 TO LOCALLY PREFERRED ALTERNATIVE



DEFINING THE DETAILED ALTERNATIVES

- Step 2
 - Outcome of the Detailed Definition
 - Transitway segment type
 - Mode selection
 - Corresponding grade for segment by mode

STEP 2: GENERATING THE DATA FOR THE DETAILED EVALUATION



SELECTING THE LPA

- Generate **defensible** data
- Isolate **key differentiators** to drive decision-making
 - Balance of benefits and impacts
 - Traffic impacts: how much does this improve mobility?
 - Cost: Federal vs non-federal?
 - Long-term operation & maintenance cost?
 - Total cost of ownership?
 - Ridership: How many are going to ride?
 - Clearly explain tradeoffs
- Execute **transparent** process
 - Demonstrate how engagement shaped design

Questions?