

CapMetro

Access Advisory Committee

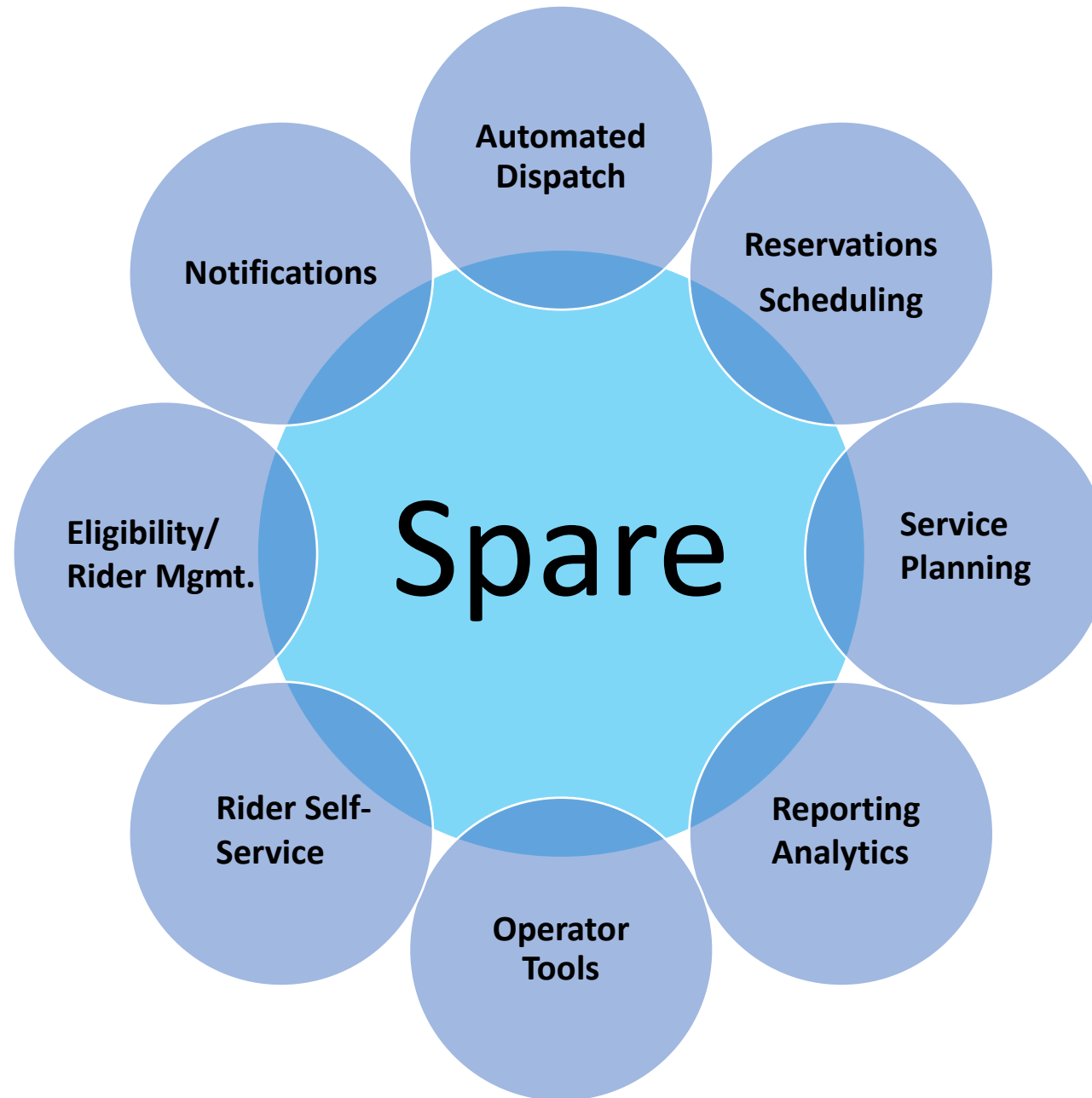
February 2024



Spare Update

Sara Sanford, Interim Vice President of Demand Response and Innovative Mobility

Spare

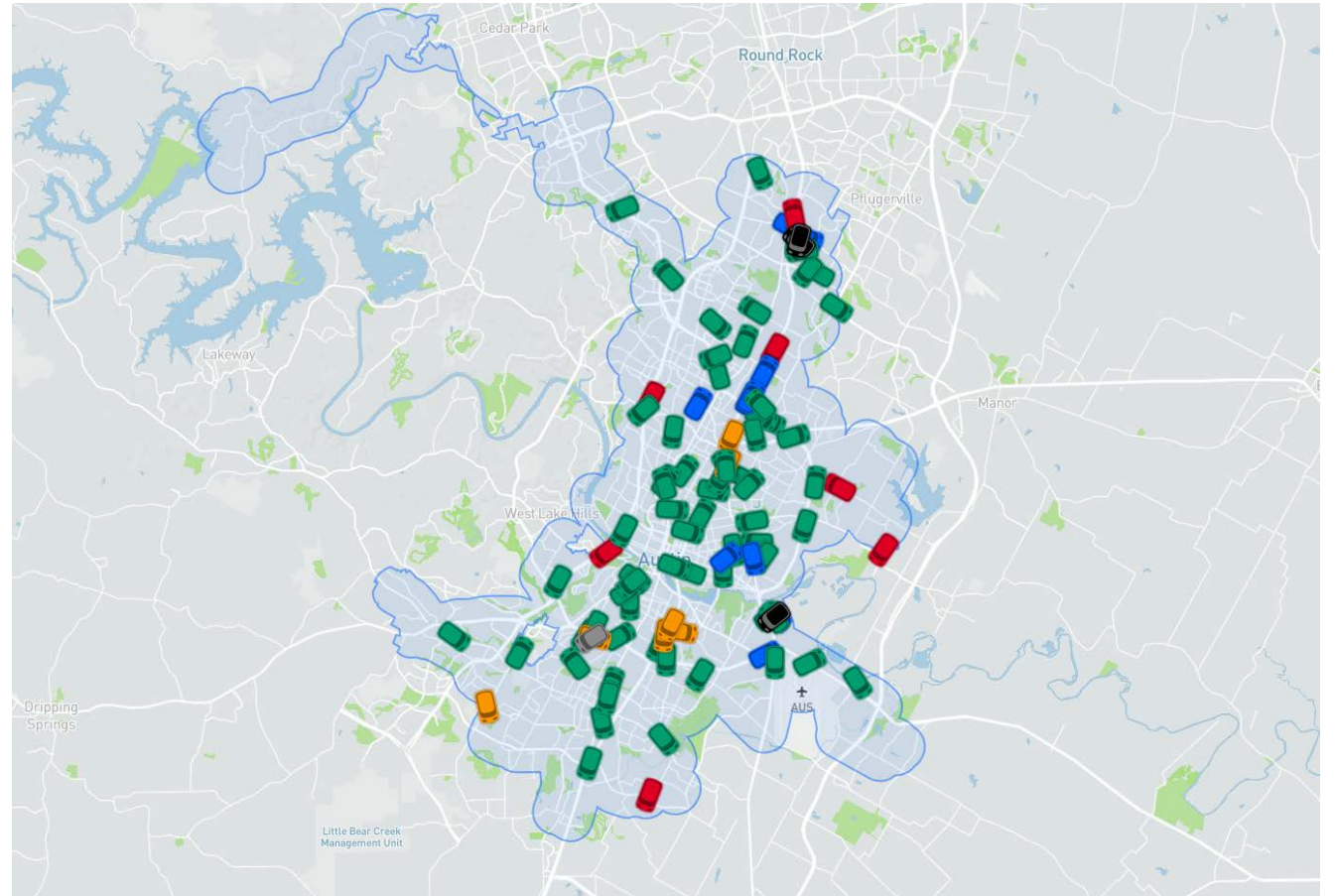


Launch

- October 1 – Launched backend system
- November 1 – Spare Pay
- December 1 – Rider app soft launch/test pilot
- February 1 – Rider app/web launch

Spare Partnership

- Ongoing System Monitoring & Improvement
- Polygon/Service adjustments
- Hackathon



Rider Tools

- Spare Pay
- Spare Notifications
- Spare App/Web
 - Real time vehicle location/arrival
 - Trip booking/cancellation
 - Address changes
 - Notifications
 - Rate and Review Trips



Current Status

On Time Percentage





ATP Light Rail Update

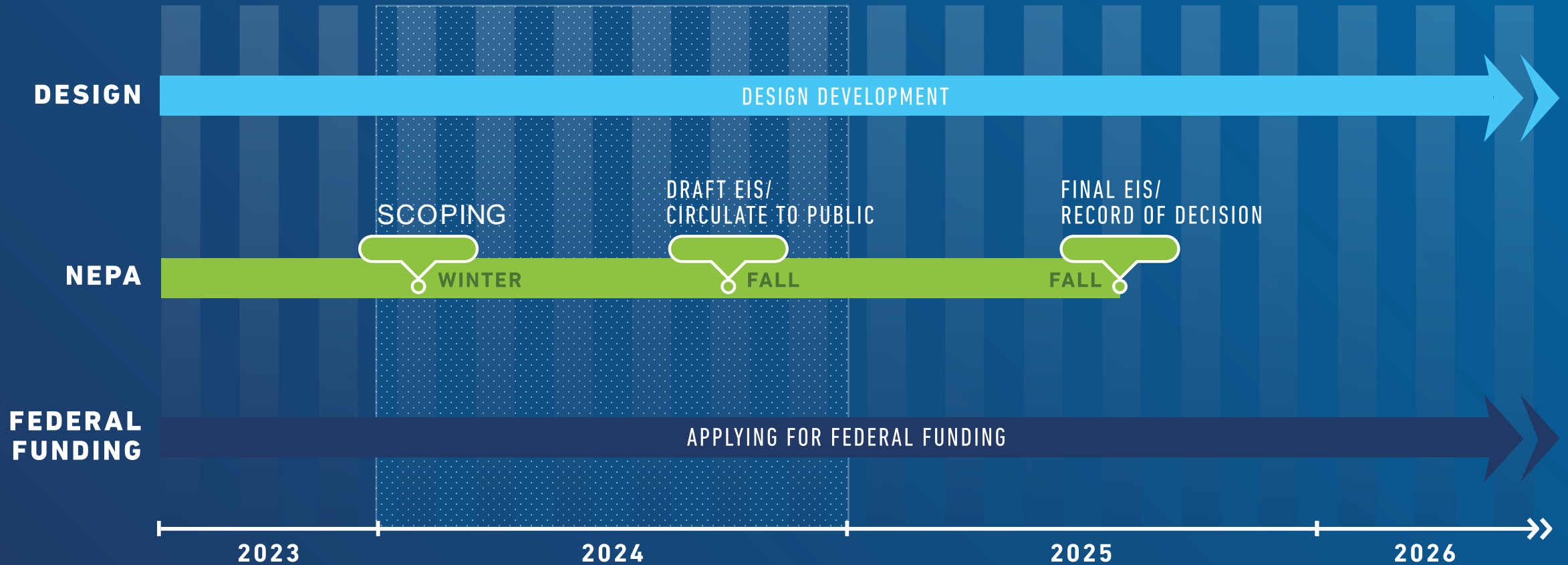
Alvin Livingstone, Senior Vice President of Engineering and Construction at ATP

Deron Lozano, Director of Environment & Project Development at ATP

Lisa Storer, Program Manager for Sustainable Design at ATP

Yannis Banks, Public Involvement Manager at ATP

PROGRAM IMPLEMENTATION & INTEGRATED APPROACH WORK EFFORTS



Upcoming Public Outreach Federal Process: NEPA

MEETING LOCATION	DATE/TIME
University of Texas, Eastwoods Room, 2 nd floor (ground level), Texas Union 2308 Whitis Ave, Austin, TX 78712	Thursday, February 1, 2024 11 a.m. – 2 p.m.
Montopolis Recreation and Community Center 1200 Montopolis Dr., Austin, TX 78741	Saturday, February 10, 2024 10 a.m. – 2 p.m.
League of Women Voters, Cafetorium 3908 Avenue B, Suite 105, Austin, TX 78751	Monday, February 12, 2024 5 p.m. – 8 p.m.
Virtual Open House	Thursday, February 22, 2024 5:30 p.m. – 7 p.m.
Twin Oaks Library, Rooms 1 & 2 1800 S. 5th St., Austin, TX 78704	Tuesday, February 27, 2024 4:30 p.m. – 7:30 p.m.
St. David's Episcopal, Sumners Hall 301 E. 8th St., Austin, TX 78701	Thursday, February 29, 2024 7:30 a.m. – 9 a.m.

AUSTIN LIGHT RAIL

PHASE 1- BASE DESIGN

- + 9.8-mile Light Rail Transit (LRT) branched line, including 15 stations located north, south, and east of downtown Austin
- + Light rail embedded in center of street

PRIORITY EXTENSIONS

- + Not included in the NEPA analysis
- + Could be accelerated if additional funding becomes available

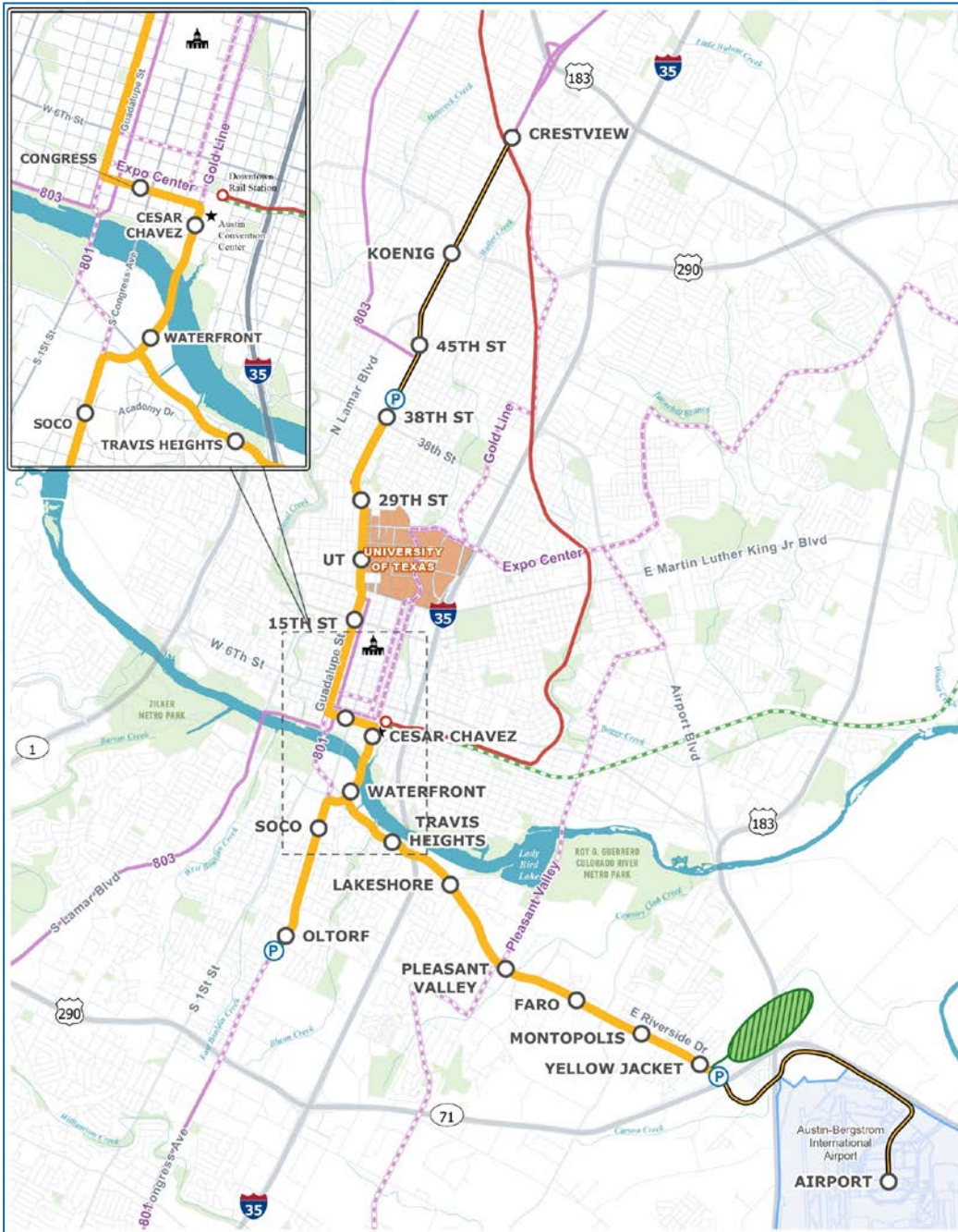
LEGEND

- Light Rail Station
- Light Rail - Phase 1
- Light Rail - Priority Extension
- Operations & Maintenance Facility (OMF) Study Area
- Ⓟ Park & Ride Study Area
- Ⓜ Texas State Capitol

- Transit Routes**
- Red Line
 - Green Line (future)
 - CapMetro Rapid
 - CapMetro Rapid (future)



Source: CapMetro 2024, Project Connect 2021



AUSTIN LIGHT RAIL ADVANCING DESIGN

Evaluating design options identified through previous public engagement, technical and design opportunities



STATION LOCATIONS

+ Evaluating and optimizing proposed station locations

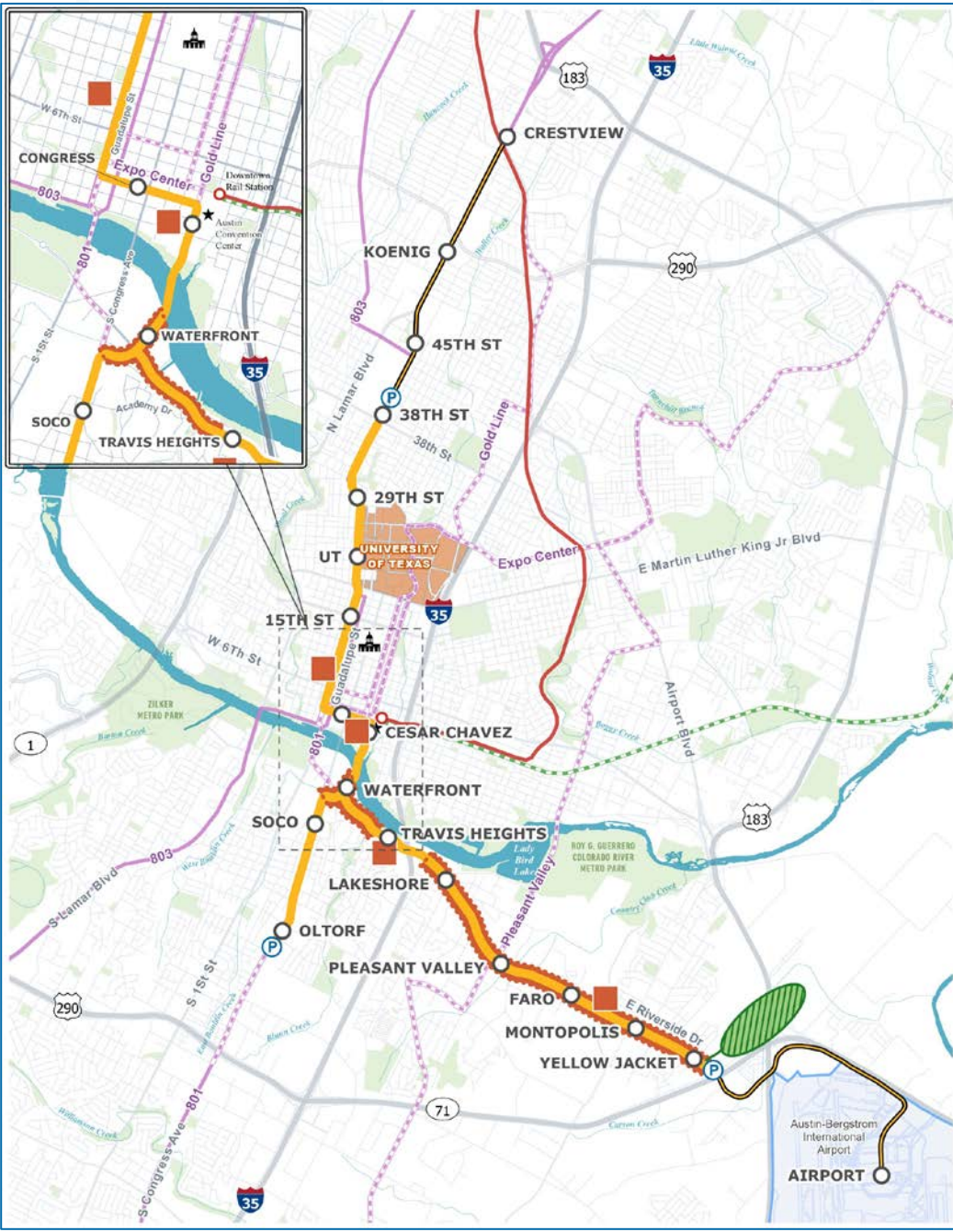


MULTIMODAL INTEGRATION

- + Study area to extend light rail bridge south of Lady Bird Lake
- + Study area to locate bike and pedestrian facilities next to light rail, east of I-35 (center-running) along Riverside Drive



Evaluate proposed end of line facilities and site locations



LEGEND

- Design Option
- Design Option (Study Area)
- Light Rail Station
- Light Rail - Phase 1
- Light Rail - Priority Extension
- P Park & Ride Study Area
- Texas State Capitol
- Operations & Maintenance Facility (OMF)

0 0.75 1.5 Miles

Transit Routes

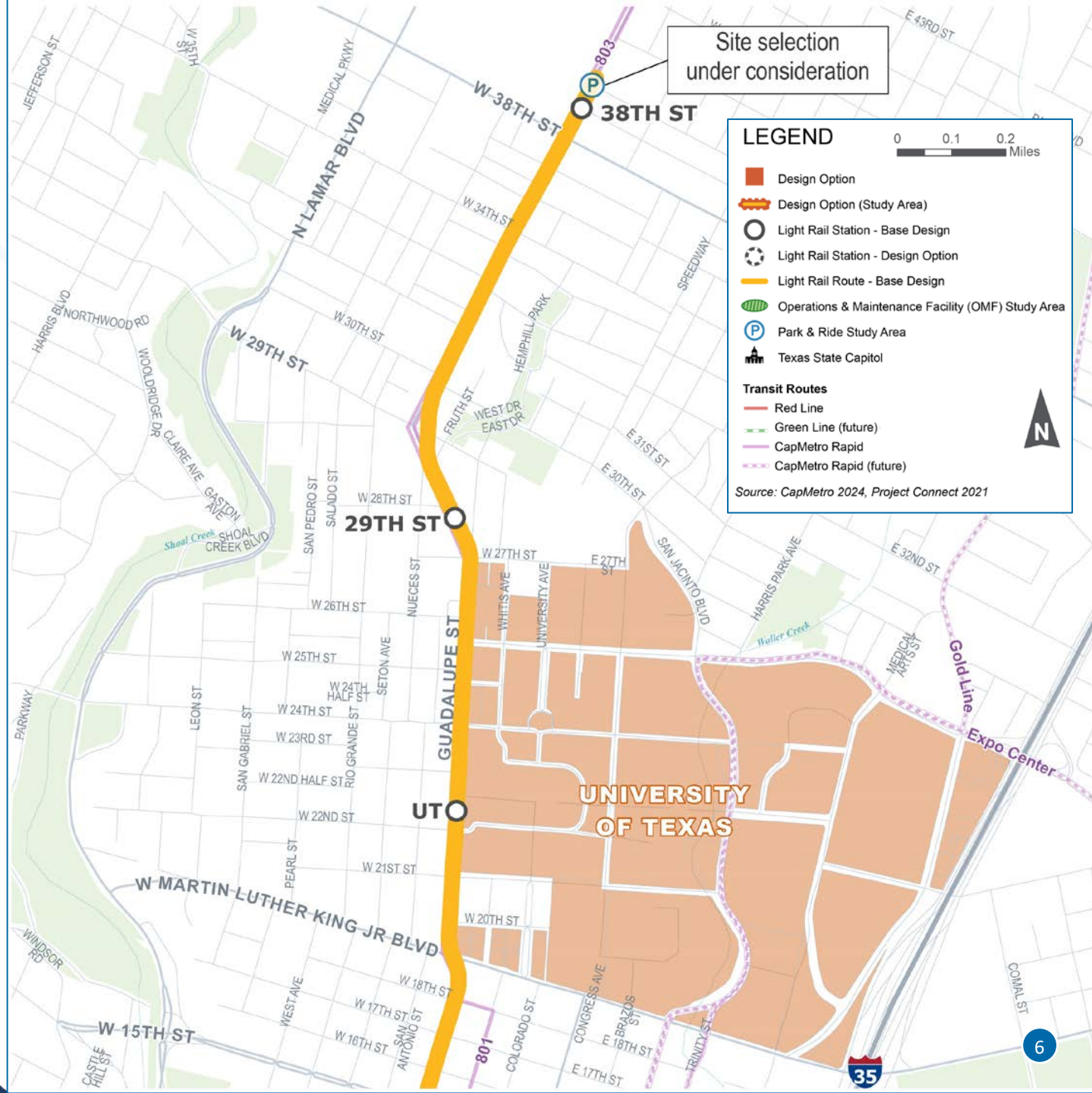
- Red Line
- Green Line (future)
- CapMetro Rapid
- CapMetro Rapid (future)

Source: CapMetro 2024, Project Connect 2021

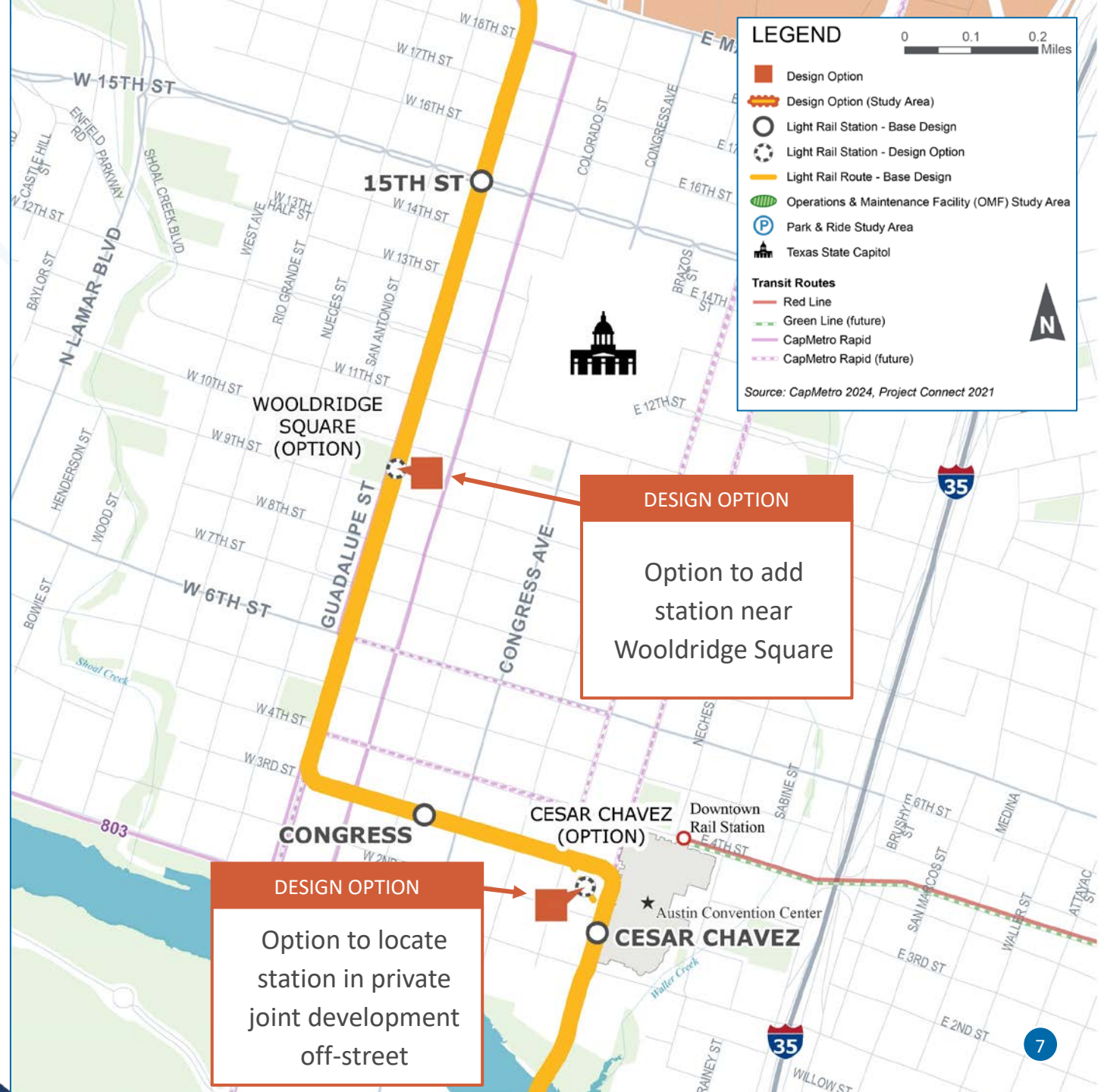
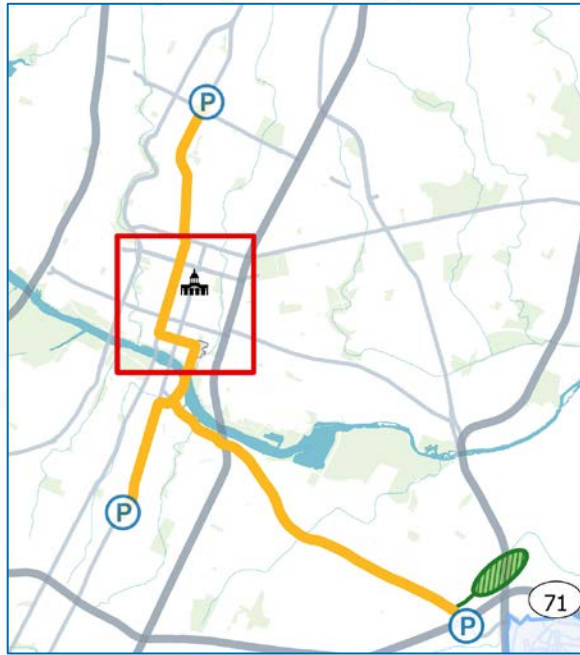
AUSTIN LIGHT RAIL NORTH SECTION



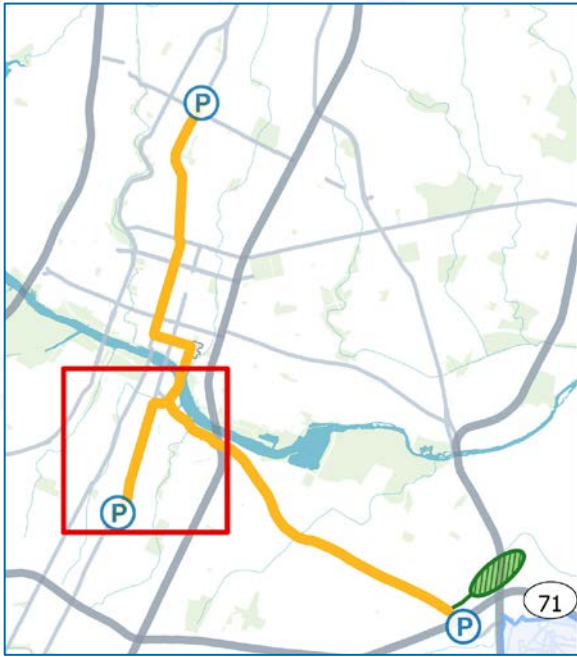
P Evaluate proposed end of line facilities and site locations



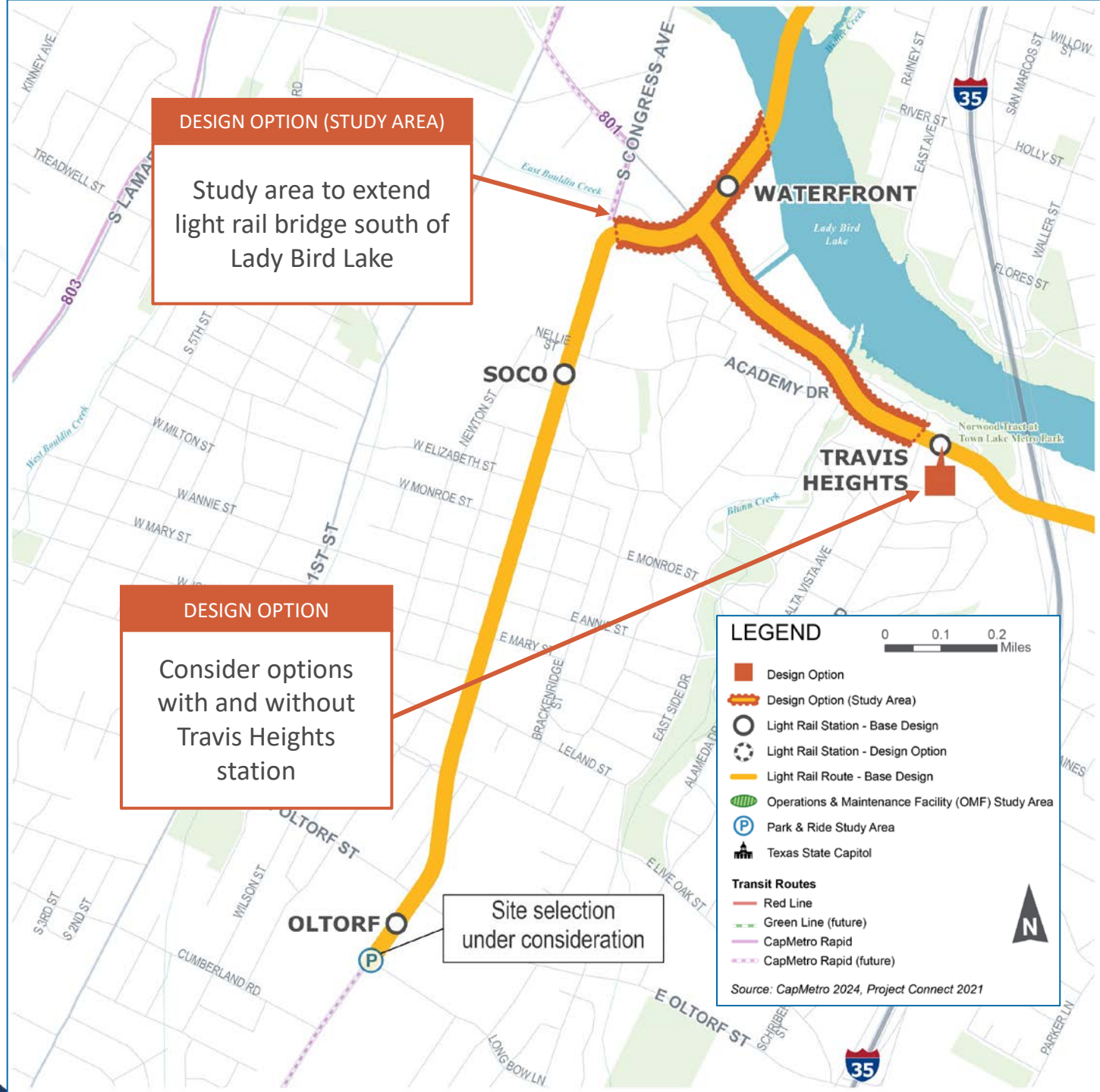
AUSTIN LIGHT RAIL DOWNTOWN SECTION



AUSTIN LIGHT RAIL SOUTH SECTION



P Evaluate proposed end of line facilities and site locations

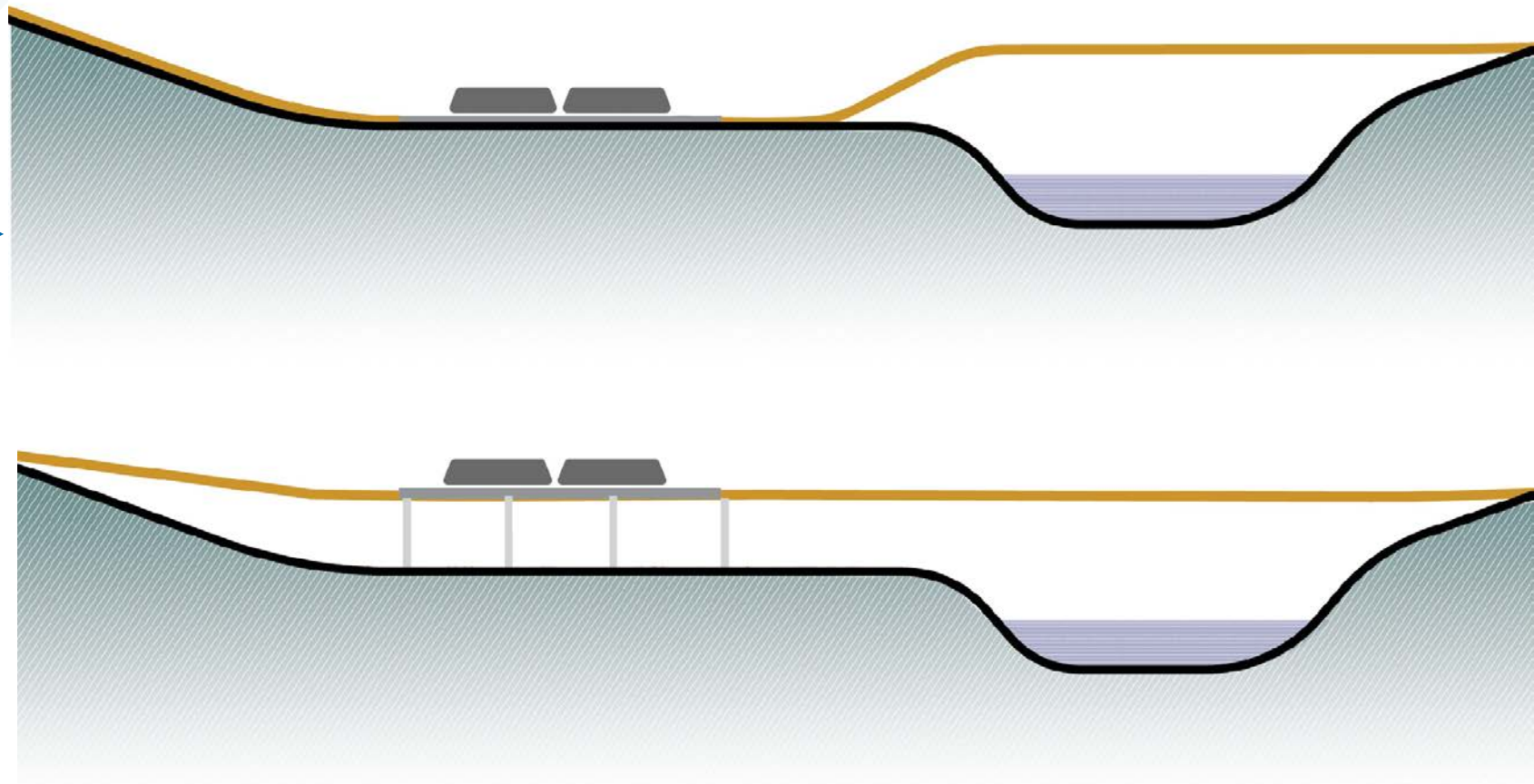


AUSTIN LIGHT RAIL SOUTH SECTION

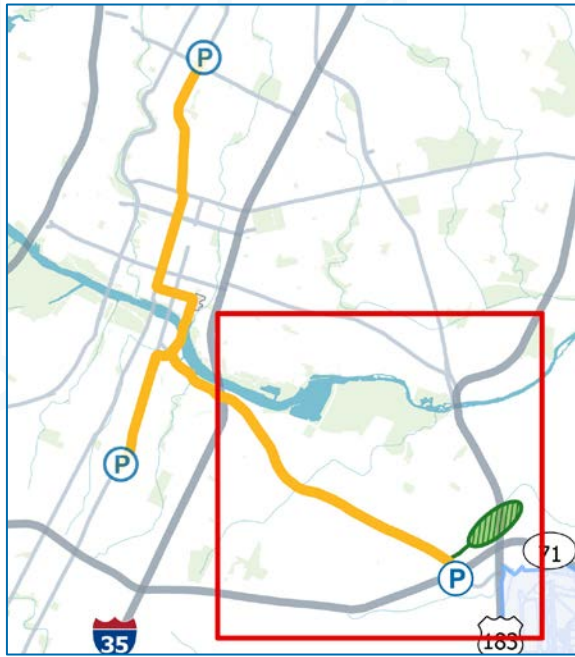
DESIGN OPTION (STUDY AREA) FOR SOUTH OF LADY BIRD LAKE

OPTION 1 ———>
Evaluating light rail running at street
level

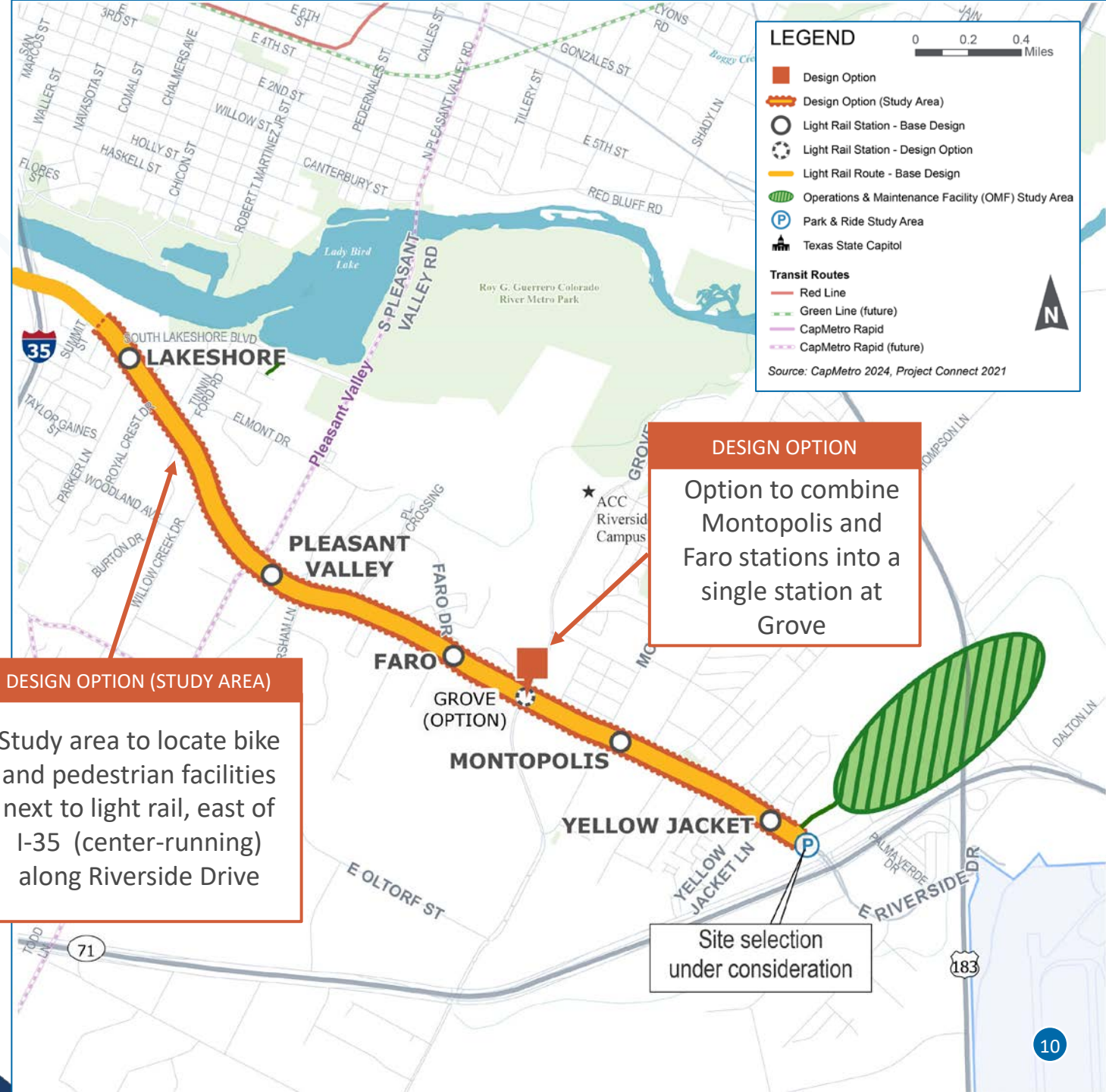
OPTION 2 ———>
Evaluating light rail running on extended
bridge



AUSTIN LIGHT RAIL EAST SECTION



P Evaluate proposed end of line facilities and site locations

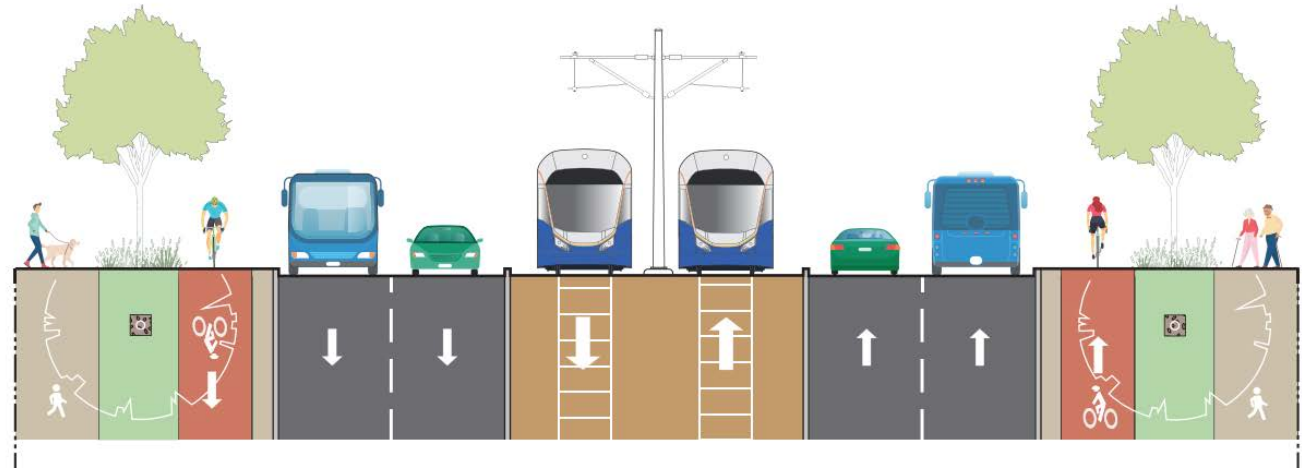


AUSTIN LIGHT RAIL EAST SECTION

DESIGN OPTION (STUDY AREA) FOR EAST RIVERSIDE DR.

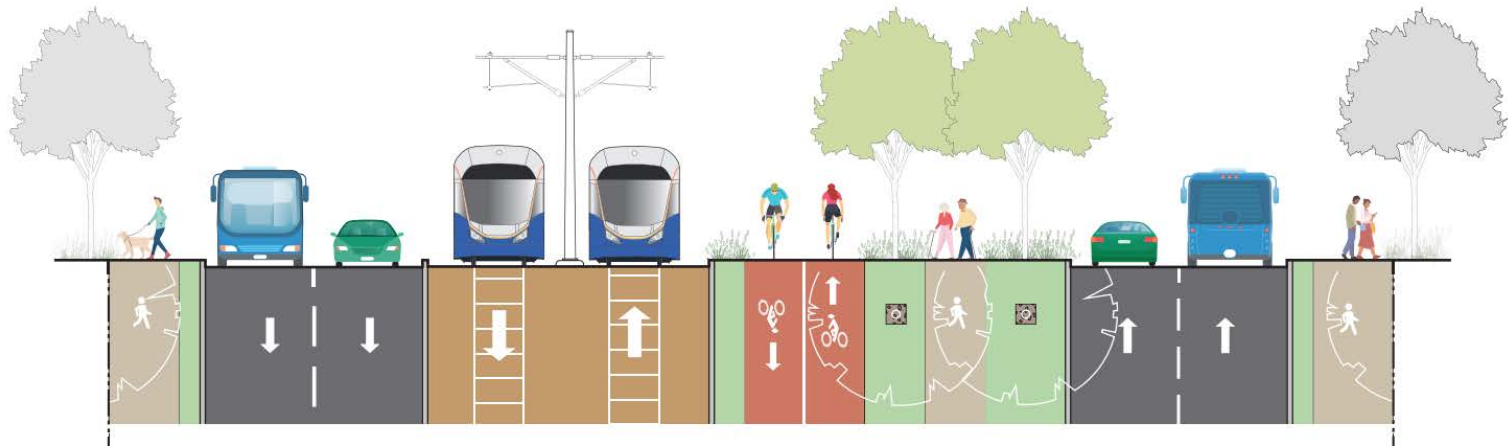
OPTION 1

Evaluating center-running light rail with outside bike & pedestrian facilities



OPTION 2

Evaluating bike & pedestrian facilities next to center-running light rail with outside shared use paths



AUSTIN LIGHT RAIL EAST SECTION



BIKE & PEDESTRIAN FACILITIES CONCEPT

PRECEDENTS:

PARIS, FRANCE



Source: H. Mason Hicks

SEATTLE, US



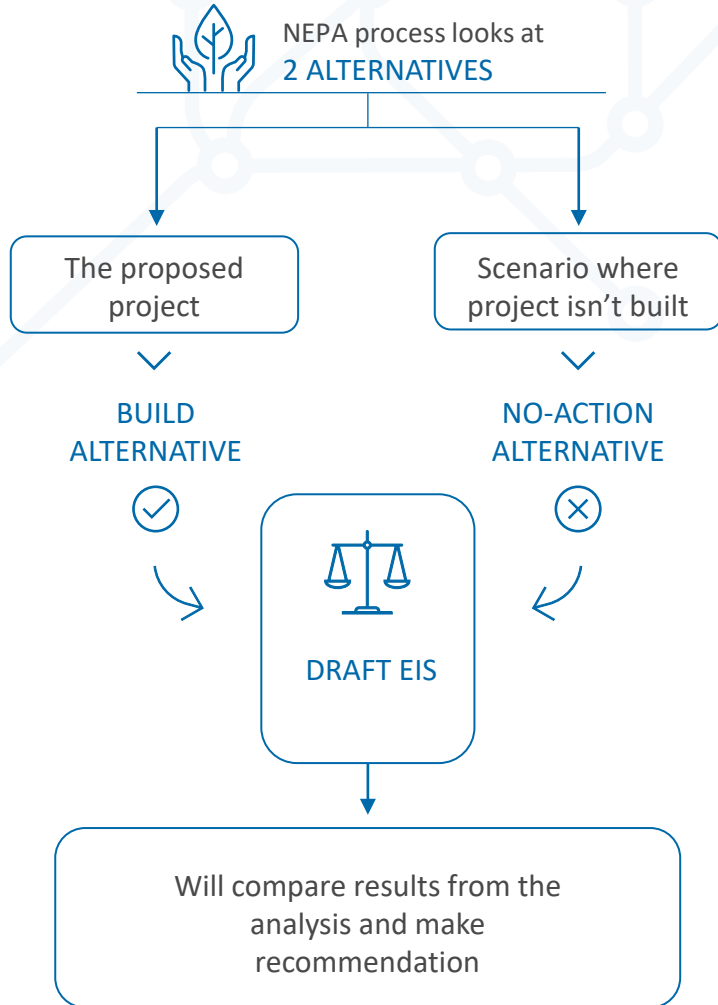
Source: Google Maps Streetview

VIENNA, AUSTRIA



Source: Michael Brooks / Alamy

WHAT DOES AN ENVIRONMENTAL IMPACT STATEMENT (EIS) ANALYZE?



PHYSICAL & NATURAL ENVIRONMENT

- Air Quality
- Soils and Geology
- Water Quality
- Threatened and Endangered Species
- Energy
- Hazardous Materials
- Noise and Vibration
- Temporary Construction Impacts



HUMAN ENVIRONMENT

- Environmental Justice (EJ)
- Safety and Security
- Land Use and Zoning
- Socioeconomics and Economic Development
- Transportation
- Utilities
- Land Acquisitions and Displacements



CULTURAL ENVIRONMENT

- Cultural, Historic, and Archeological
- Parks and Recreational
- Visual Quality
- Neighborhood and Community Resources

FEDERAL PROCESS: NEPA



SCOPING

Provides an opportunity for the public and other agencies to provide input on the project



DRAFT EIS

Documents analysis and recommendations for the project



FEIS/ROD

Reflects changes from public comment and memorializes NEPA process



JAN-MAR 2024



Scoping

- Present items that will undergo environmental review

- Provide input on the issues and questions that we should consider in the environmental analysis



FALL 2024 – SPRING 2025



Public and Stakeholder Review for Draft EIS

ATP will share, through various methods, the Draft EIS for public and stakeholder review and comment for 45+ days

APR-JUNE 2024



Continuing Outreach (Post-Scoping)

Provide education and information on the NEPA and project development process



Address Draft EIS Input

ATP will review and address substantive comments on the analysis and design



SUMMER 2025



FEIS/ROD Issued

Final document shows responses to all relevant comments received on the Draft EIS.



South Base Demand Response Facility

Penelope Ackling, Community Engagement Coordinator

Project Description

We're preparing for a future operations and maintenance facility which will accommodate a growing fleet of transit vehicles in order to provide more accessible transit services to the community. This facility is part of Project Connect, a transit plan that expands options and services throughout the Austin area.

What is Demand Response?

- CapMetro Access and Pickup

Design Standards

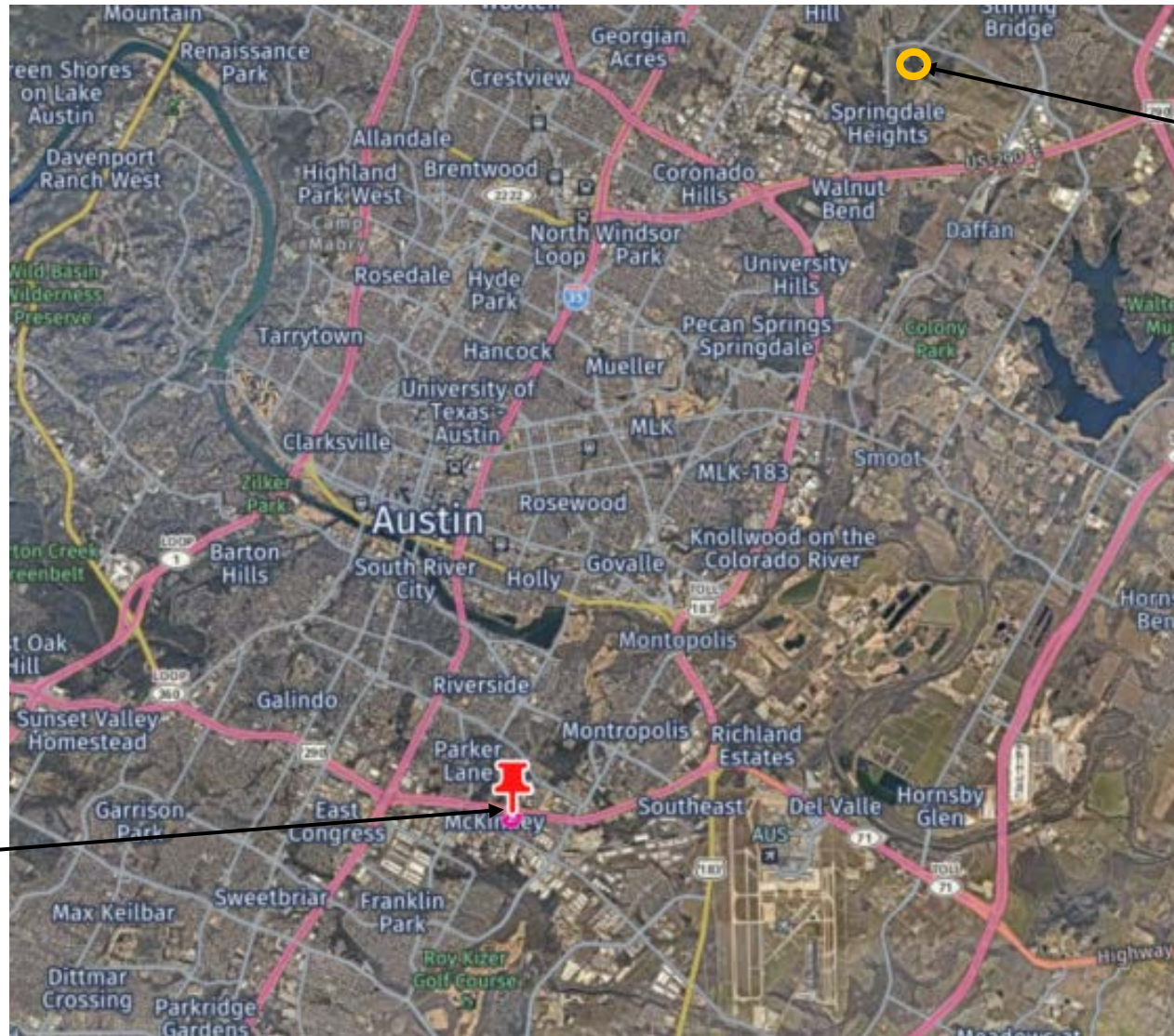
- LEED certification will be pursued
- May include solar panels, energy efficient heating and cooling, water conservation measures, native landscaping, and building materials made with recycled content

Operations & Maintenance Functions:

- Approximately 165 transit vehicles
- Vehicle maintenance bays
- Fueling & service islands
- Operations and administrative staff
- Office and workspace space; Visitor & staff parking
- Provisions for future zero-emissions fleet



Site Under Evaluation – 5315 Ben White Blvd.



North Base Demand Response Facility currently under development as a separate project

Proposed Site of South Base Demand Response Facility

Vicinity Map – South Austin

Site Under Evaluation

5315 Ben White Blvd (at Judson Road) ~11.5 acre site
Currently occupied by
Leif Johnson Automotive Store and Service Center

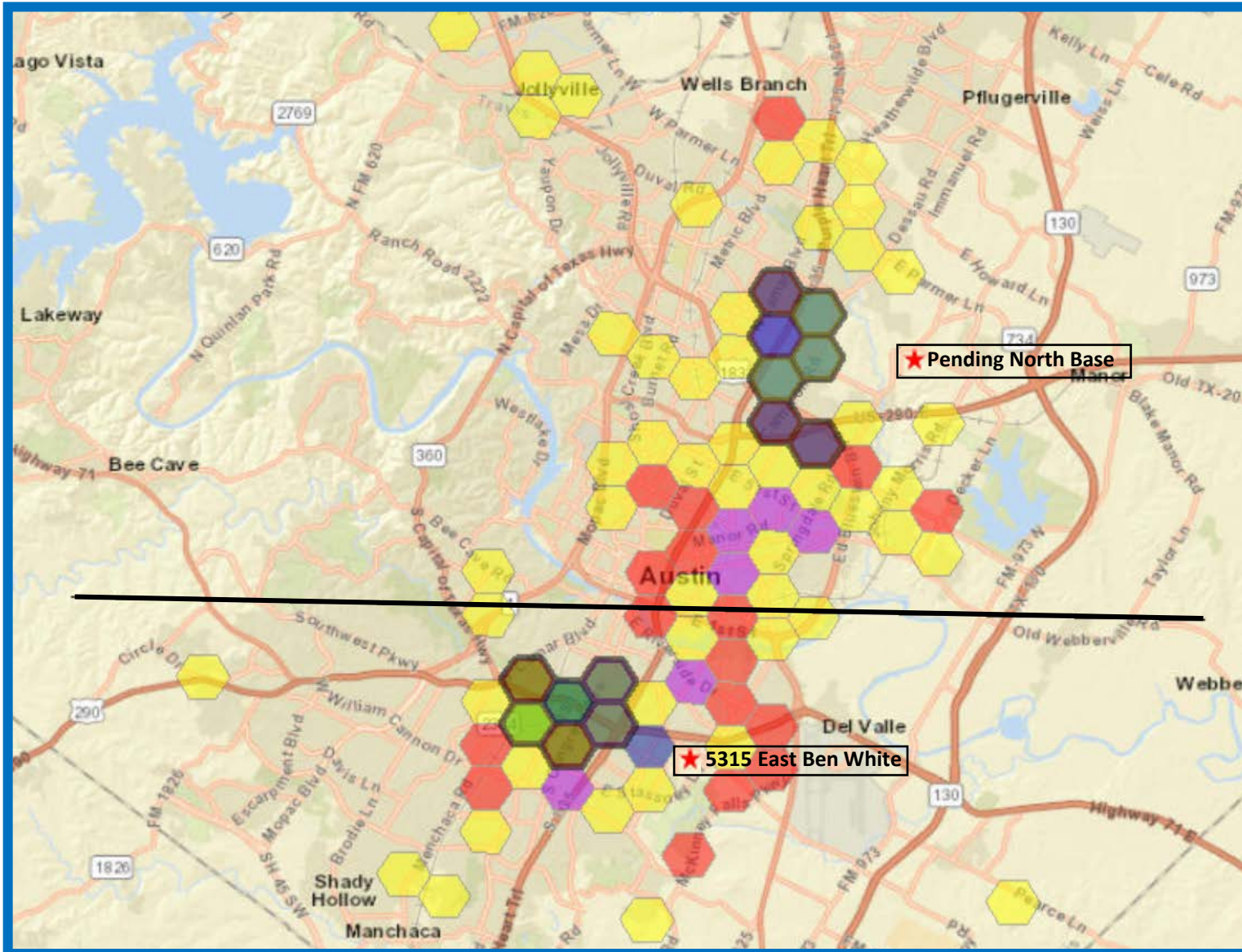


Site Selection Criteria for Site Evaluations

16 factors are considered by CapMetro when evaluating properties:
(Priority factors shown in bold)

1. Site Size
2. Site Configuration
3. Geo-tech/ Topography
4. Drainage/ Floodplain
5. Zoning and Land Use
6. Site Utilities
7. Site Access
8. Traffic
9. Hazardous Materials
10. Environmental/ Neighborhood
11. Availability of Land
12. Acquisition Cost
13. Development Cost of Land
14. Operational Efficiency and Flexibility
15. Optimum Deadhead Costs
16. Adjacent Available Property

Deadhead Analysis



Notes

- Darker colors are areas of more first pick-ups & last drop-offs
- Black line represents 50% of first pick-ups & last drop-offs either north or south.
- Diagram represents historical data.
- When future demographics are considered the darker areas shift eastward.

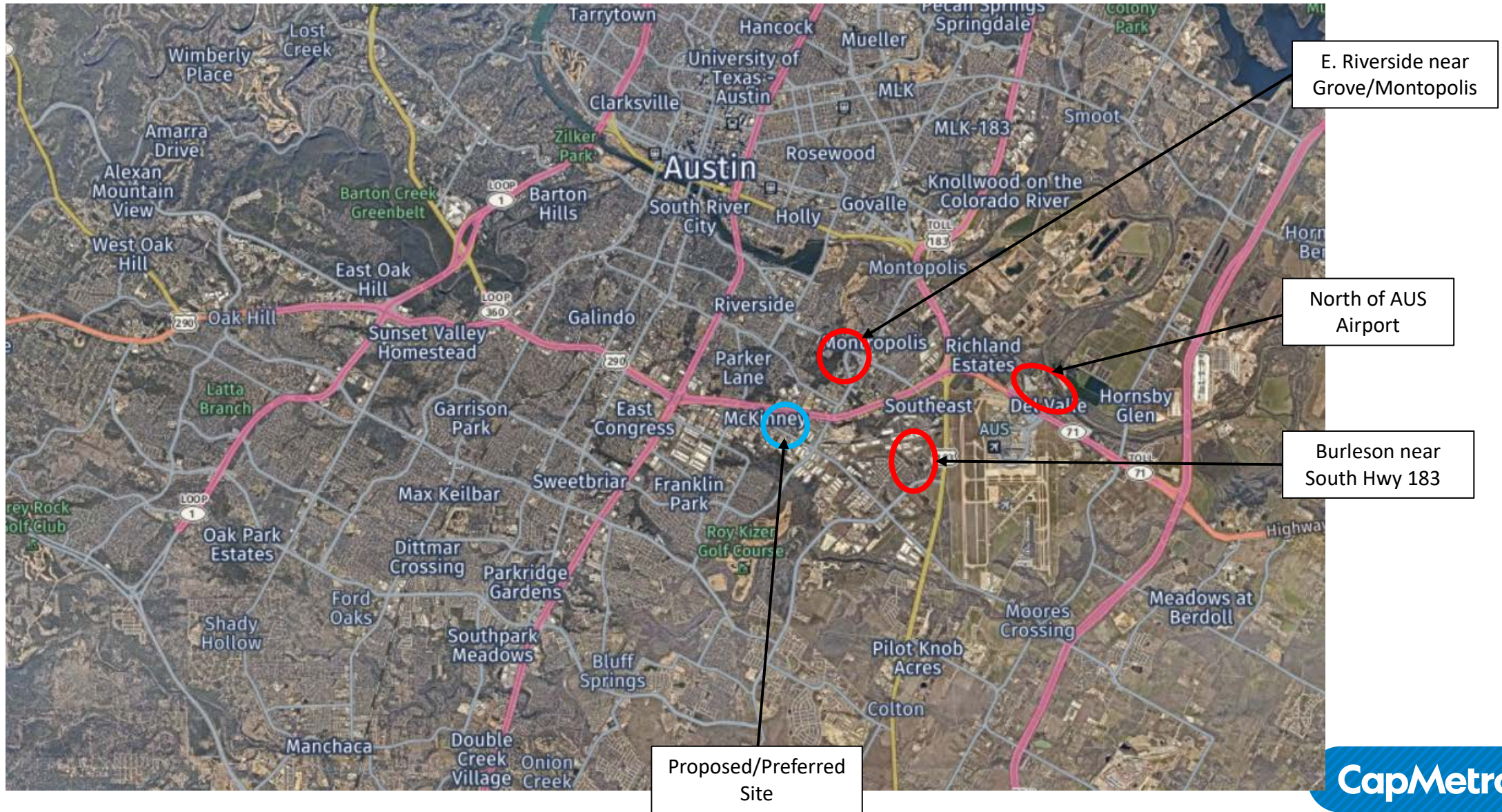
Highlights

- Compatible Land Use: Existing property is an automotive lot with service center. Surrounding properties are mostly automotive related (repair centers, storage/salvage lots, auto dealers), plus industrial and commercial businesses.
- No displacement of residences.
- Site is in optimal operations zone (based on “deadhead” analysis).
- Project will include a thoughtfully designed facility that accommodates the growing MetroAccess and Pickup fleets and generates workforce opportunities.
- Sustainable design features (LEED Silver or greater).

Highlights Cont.

- Key activities currently underway:
 - 90-day due diligence period for real estate transaction (30-day extension available)
 - Conceptual Design & Engineering analysis
 - Verify site utilities
 - Title VI Equity Analysis per federal requirements
 - Community engagement during Feb 2024
- Real estate transaction anticipated to close in April/May if evaluations are favorable.
- Facility design/engineering, plus environmental clearance for the National Environmental Policy Act (NEPA), may start late 2024 or 2025.

Alternate Sites Considered



Community Engagement

- Purpose: Effectively and accessibly communicate with the community, gather valuable input, and address potential community concerns related to the South Base Demand Response Facility and Centralized Warehouse.
- Tools:
 - Survey: <https://publicinput.com/sbdr>
 - Post-cards mailed to surrounding residences.
 - Direct emails to local businesses, schools, organizations and neighborhood associations.
 - Public meetings
 - Geo-targeted social media posts
 - Language translation and interpretation services

Stay Informed

Visit our Public Input page to provide your feedback! www.publicinput.com/sbdr

¡Visite nuestra página de comentarios públicos para enviar sus comentarios!
www.publicinput.com/sbdr-es

Reach out to engage@capmetro.org with any project questions you may have!



Accessible Wayfinding Technology

Martin Kareithi, Director of Systemwide Accessibility

Agenda

- Accessible Wayfinding: Identifying solutions
- Technologies: NaviLens and AIRA
- Pilot Zones
- Participatory Working Group

Accessible Wayfinding: Identifying Solutions

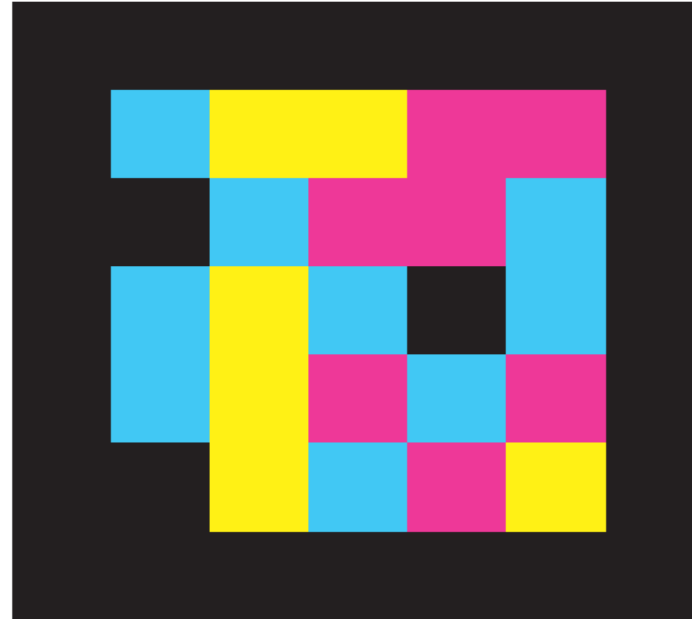
- Improving wayfinding for persons with disabilities through technology
- Market assessment of potential solutions
- Interviews and questionnaires with technology companies with potential solutions
- Pilot project summary report

Technologies Pilot

Two Technologies:

- NaviLens- code based, includes customer information, wayfinding and real time
 - AIRA- personal digital assistance, wayfinding and navigation assistance

Accessible Wayfinding - NaviLens



Bus info
CapMetro

NaviLens Accessible Code



NaviLens App



NaviLens GO App

NaviLens.com - Empowering the visually-impaired (Sunshine Station EB-C8A511)

AIRA

- Personal assistance for information and navigation
 - Live, on demand visual interpreting with an agent
 - Wayfinding
 - General navigation and assistance

Pilot Zones

- Route 1 and 801- UT West Mall to Crestview Rail Station
- Route 300- Acc Eastview to Pleasant Valley and Oltorf
 - 82 transit stops and a rail station
 - Selected based on ridership and proximity to organizations that serve persons who are blind or low vision

Participatory Advisory Committee

- Includes fixed route riders with disabilities
- Plan for representation from a wide variety of local organizations
- Seeking Access Committee involvement throughout the project
- Survey link in the code to gather feedback
- Facilitated focus groups

Schedule

- March 2024:
 - Code development, printing and installation
 - RFP process for personal digital assistant technology
- April 2024:
 - Pilot launch
- December 2024:
 - Pilot completion

CapMetro

Thank you!