

Rapid Transit Plan for Jollyville-Airport Corridor, anchored on Anderson Ln

Sustainable Neighborhoods of North
Central Austin

July 2013

What we need in North Corridor plan

- Long-term planning for a rapid transit line (BRT) that connects Anderson to Jollyville, Airport Blvd
- Trigger for CapMetro (or City of Austin) to provide detailed plan showing rapid transit station locations. This is needed for land use planning.

NOT NEEDED FOR SEVERAL YEARS:

- Actual transit

Anderson Ln Corridor Facts and Assumptions

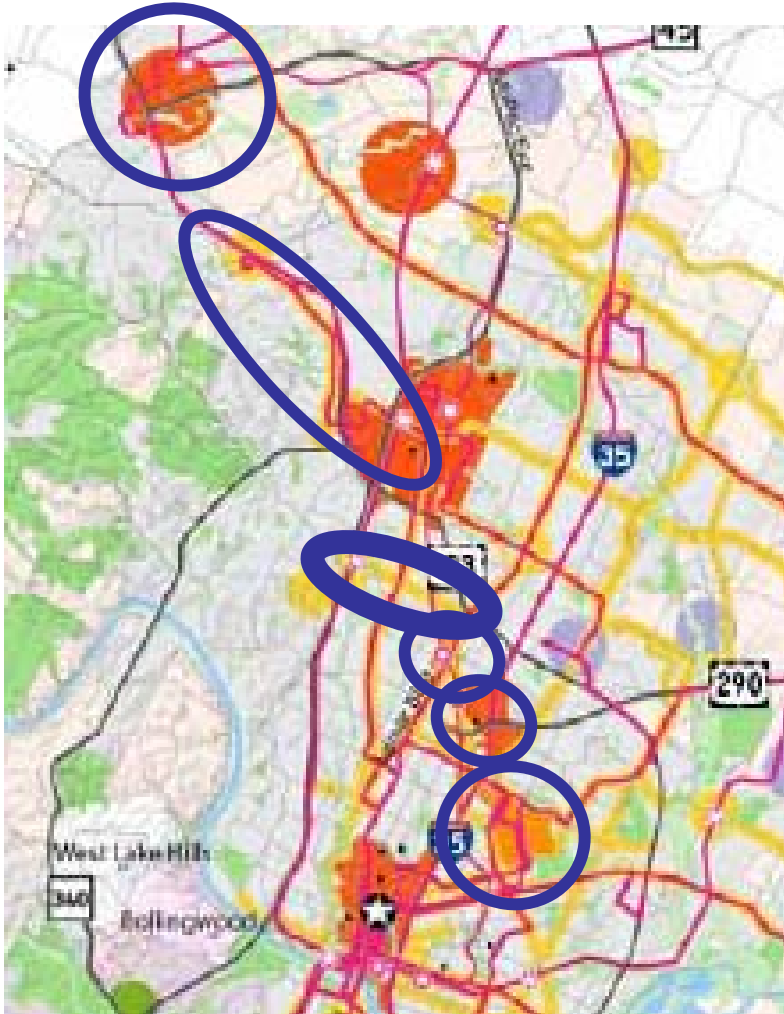
Facts:

- City demographer Ryan Robinson in 2007 identified Anderson at Burnet as “the population center of the metropolitan area”
- Anderson from Mopac to N Lamar is 2.12 miles long and has > 200 acres of commercial, mixed use or multi-family property
- Buildings on Anderson are about 30-40 years old
- City of Austin Imagine Austin growth concept assumes both a neighborhood center and activity corridor on Anderson
- Anderson is one of only 3 E-W arterials along a 4-mile stretch of Burnet between 45th and 183 that connects both to Mopac and to N Lamar or 183
- Anderson dead-ends at N Lamar and not all turns are supported.
- Many existing and planned destinations from Anderson Ln are NW and SE. These include the 183 high-tech corridor, Lakeline, Arboretum, the western extension of North Burnet Gateway, Crestview Station, Highland Mall, Mueller, Austin-Bergstrom

Assumptions:

- If infill development over 30 years results in 10 more dwelling units per commercial acre, Anderson will have about 4,000 additional residents. At 3.8 trips per day, this represents ~15,200 new trips a day.

Anderson Ln: part of a natural NW-SE corridor



City of Austin Growth Concept Map

Lakeline Mall

Research Corridor, Arboretum

North Burnet Gateway (west of Mopac)

Anderson Ln

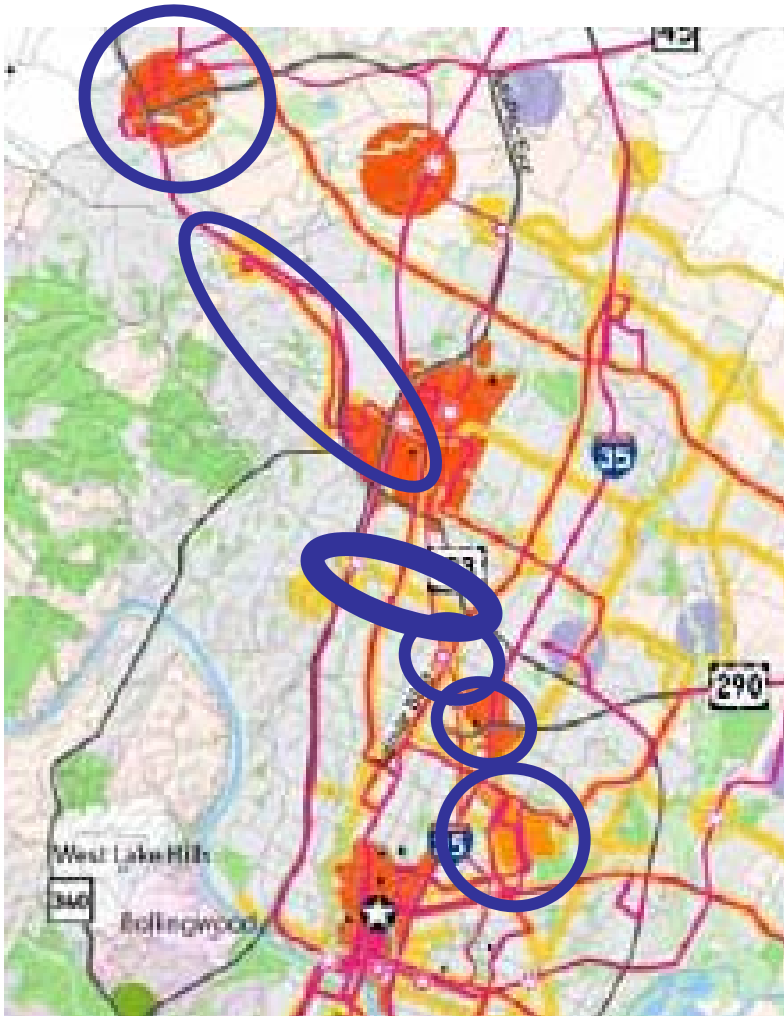
Crestview Station

Highland Mall

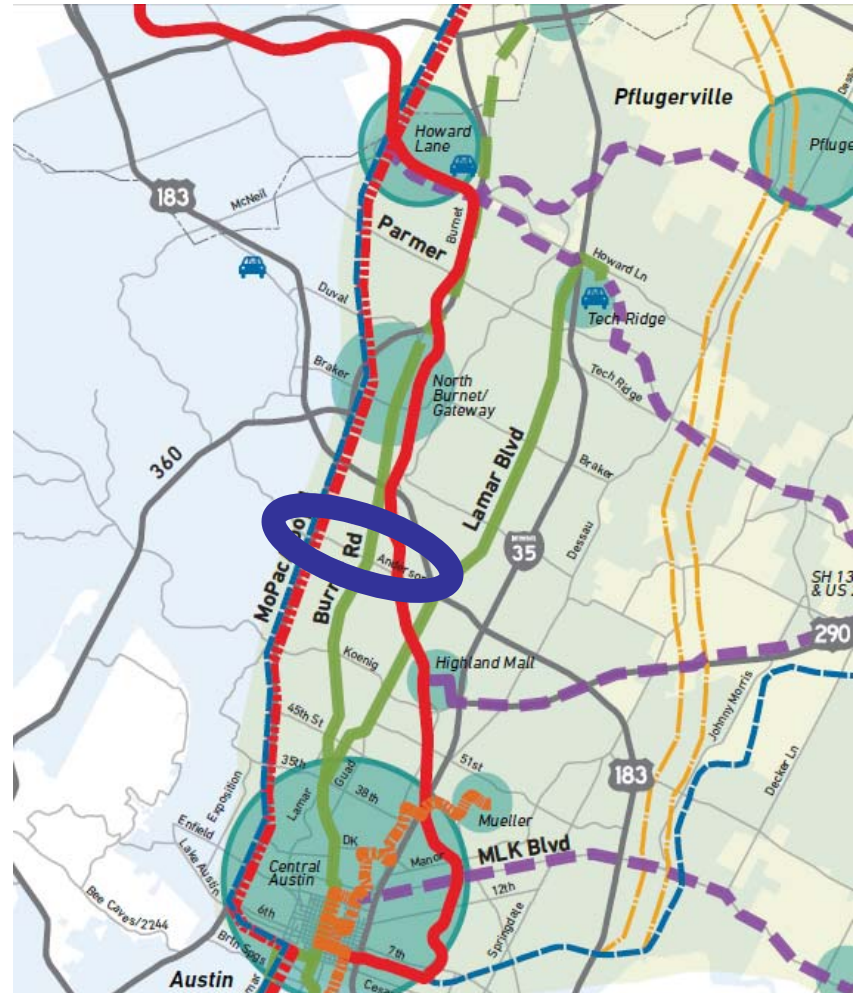
Mueller

Austin Bergstrom

Anderson Corridor: Density sans Connectivity



City of Austin Growth Concept Map, with NW-SE destinations from Anderson circled



Project Connect North Corridor Alternative 1. All quality transit is aligned north-south.

Anderson Ln Topography: Will there be quality transit to support density, and if so – where?

