Howard Station

Howard Station is located at the southwest corner of the intersection of Loop 1 (Mopac) and West Howard Lane. The station has a single one center platform (stage two will double the length) and is a park & ride facility, owned by Capital Metro, on six acres. Nearby office complexes, small shopping centers, and single and multi-family residential, are not connected to the station because of their nature. The area is attractive for development; however, is constrained due to the tracks, the highways, flood plain and the active quarry owned by the Robinson family. The development in place is sprawling and auto-centric; the area lacks pedestrian and bicycle infrastructure, in part because of the number of different jurisdictions, TxDOT, Travis County, and City of Austin whose boundaries merge at this location.

Station Features...
- Digital real time information display
- Shelter/Benches/Destination map/Lighting
- Free bike racks (18)

System Connections...
- MetroBus 243

Access to...
1. Hespria
2. Northtech Business Center
3. Ashton Woods
4. Market at Wells Branch

Missing Elements...
- Compact mix
- Paths/sidewalks
- Shade, pedestrian-scale lighting
- Enhanced public realm
- Ped/bike enhanced connections and crossings
- Wayfinding

Howard Station | MetroRail Red Line 550

**Ridership/Service**
- Weekday Ridership (April 2016) 486 on / 442 off
- Saturday Ridership (April 2016) 120 on / 96 off
- Sunday Ridership (April 2016) None
- Target Weekday Ridership 920 on

**Demographics**
- Population (2010) 1,790
- Population (2040) 3,820
- Population Density (2010) 1,600 ppl / sq. mile
- Employment (2010) 1,040
- Employment (2040) 2,530
- Employment Density (2010) 1,300 emp / sq. mile
- Households (2010) 614
- Households (2040) 1,738
- Median HH Size (2010) 2.35
- Housing Units (2010) 580
- Affordable Housing (2013) 240
- Median HH Income (2010) $91,800

**Status**
- Level of Service 30 min peak/60 min off-peak

**Special Destination**

**Connectivity**
- Safety and security
  - Lighting needed on sidewalks and to illuminate crosswalks at drive entries and within the interior
  - Eliminate or illuminate free right turn lanes at the intersection of Howard Lane and Loop 1 (MoPac) to enhance traffic calming and improve the right-of-way and visibility of pedestrians and bicycles
  - Enhanced safety visibility of pedestrian paths and bicycle routes through wayfinding, reflectors, and lighting
- Wayfinding
  - Better facilitate all travel modes
  - Bike/pedestrian connections
  - Sidewalk widening, with a buffer between the sidewalk and the vehicle lanes
  - Enhanced public realm
  - Pedestrian-scale lighting on sidewalks leading to station and at crossings
  - Shade trees
  - Traffic calming, increasing pedestrian/bike visibility, safety at crossings

**Special Destination**

**Government Support**
- Limited potential of publicly-owned property, adjacent to station
- Infill potential at nearby shopping centers east of Loop 1 (MoPac)

**Land Availability**
- Low

**Market Strength**
- Medium

**Connectivity**
- Medium

**Land Availability**
- Low

**Market Strength**
- Medium

**Land Availability**
- Low

**Government Support**
- Medium

**Re)development opportunities**
- Undeveloped land south of station, with access from Parmer Lane and Loop 1 (MoPac) access road (SB)
- Limited potential of publicly-owned property, adjacent to station
- Infill potential at nearby shopping centers east of Loop 1 (MoPac)

**Other amenities**
- Continuation of pedestrian/bicycle lane on Howard Lane (Austin) through intersection (TxDOT)
- Wayfinding to note services, areas within a “10 minute walk”

**Other amenities**
- Public/placemaking/art opportunity
- Limited potential for functional art
- Potential for collaboration between private/public interests
- Safe design

**Catalyst Projects**
- Walnut Creek - McNeil Dr Crossing upgrade (Watershed Protection)
- Howard Lane Parking Spaces (Capital Metro)
Land Use

The predominant land uses in the ½ mile station area include manufacturing, agricultural, streets and roads, single family, and apartment buildings.

Population Density

Average population density is in the ½ mile station area is 1,500 residents per square mile.

Infrastructure-Roads

Average employment density in the ½ mile station area is 1,500 employees per square mile.
On the platform looking west, no land use connections from west or south

Research and development on Howard Lane opposite entry into Park & Ride

Howard Lane in front of the station

Overlooking Park & Ride from the platform, Loop 1 (MoPac), Wells Branch

Looking east, Loop 1 (MoPac) with Wells Branch on opposite side

Looking northeast, TxDOT detention area, with the interchange of Howard Lane and Loop 1 (MoPac)