

# Capital Metro **Project Connect Gateway** MetroRail Downtown Multimodal Station



City of Austin – Downtown Commission

November 19, 2014



# Agenda

- Welcome & Introductions
- Downtown Station Recap
- MetroRail Improvements
- Recap July 25<sup>th</sup> Workshop
- Stakeholder Updates
- Updates to Concepts
- Design Considerations
- The Vision
- Implementation Timeline



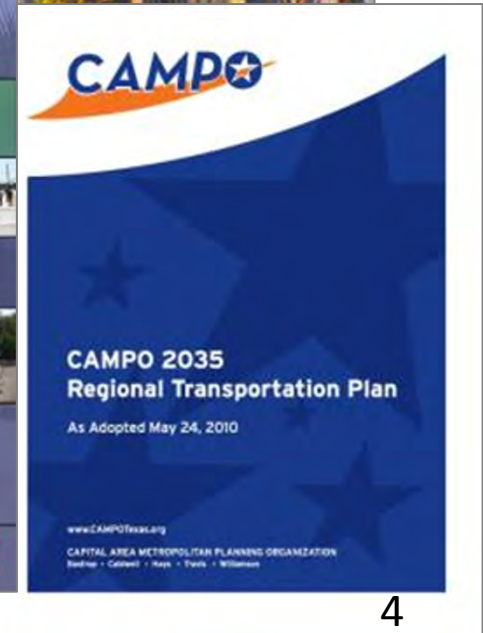
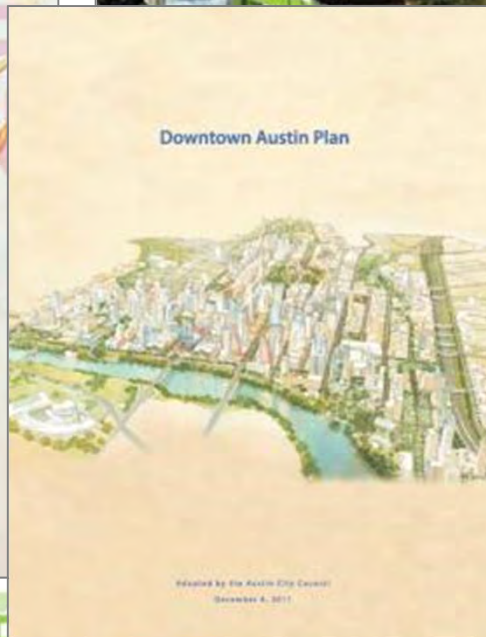
# Goals

Take advantage of this opportunity to:

- Effectively collaborate
- Integrate transit users with activities and amenities surrounding the site
- Build a constituency and increase potential funding opportunities (federal, state, and local grants)
- Create a vision for mobility infrastructure that ***works together with the built environment to shape and define a place supports Austin's livability***

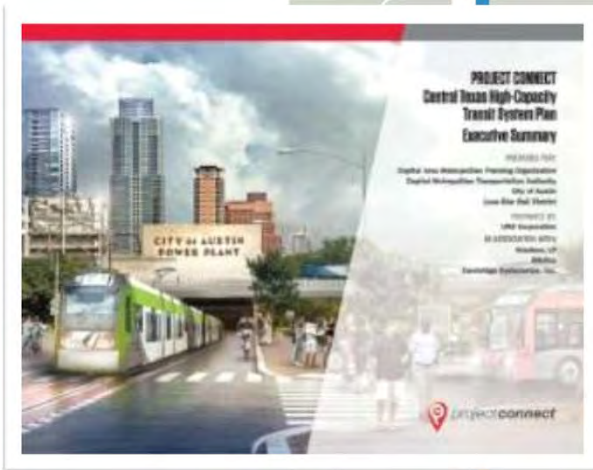


# Previous Planning Efforts

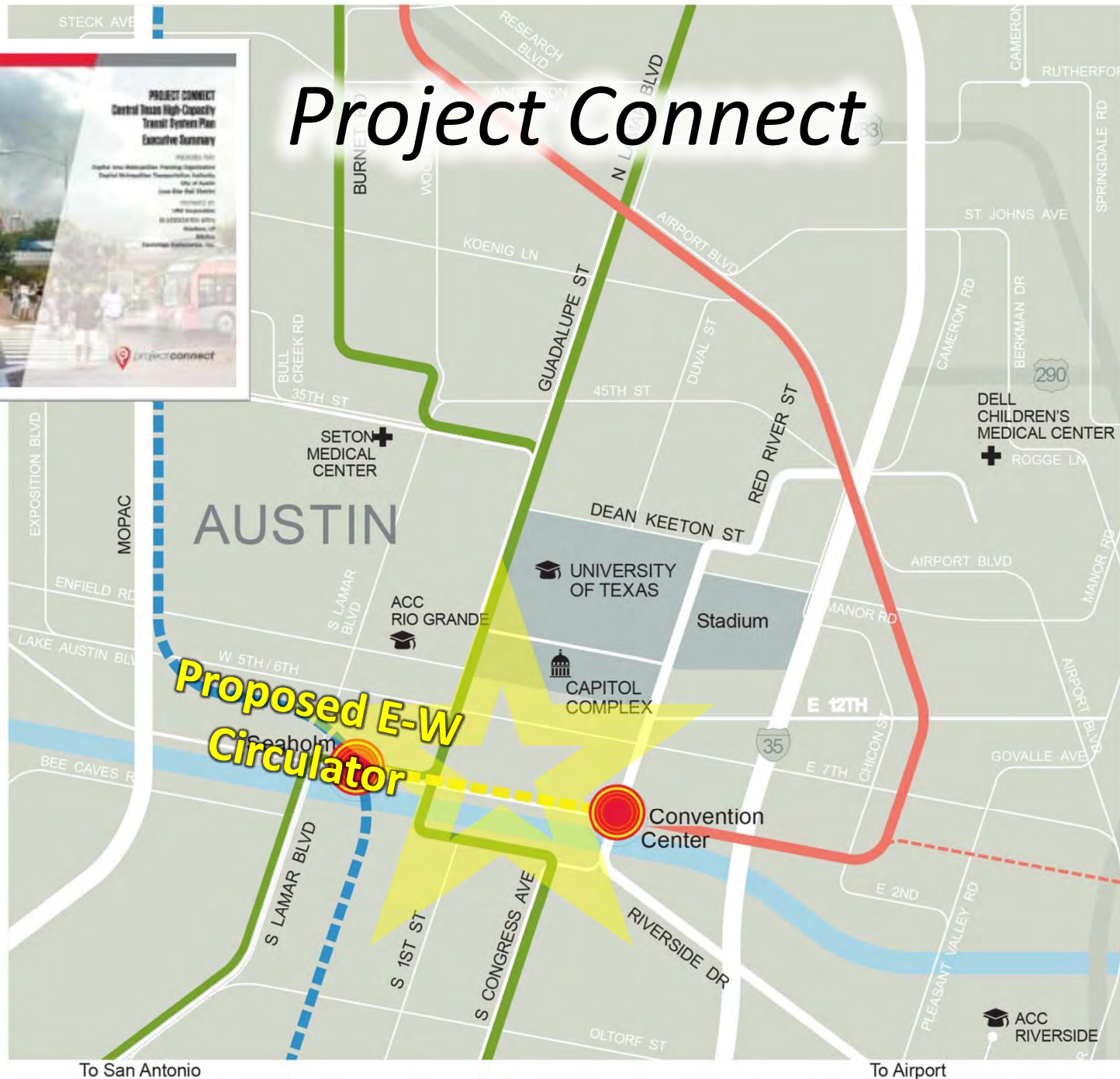


To Round Rock and Georgetown

To North Austin



# Project Connect



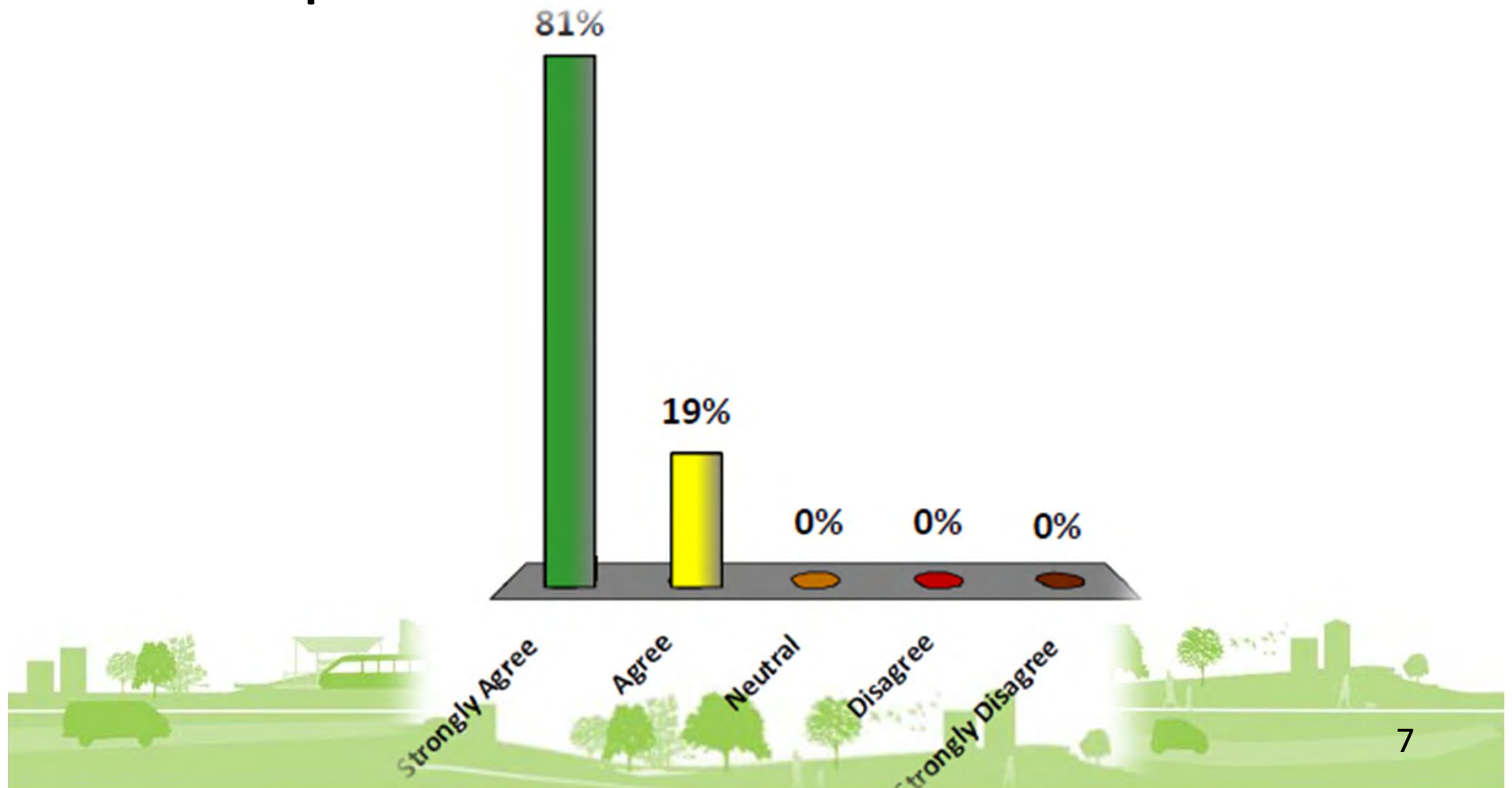
To San Antonio

To Airport

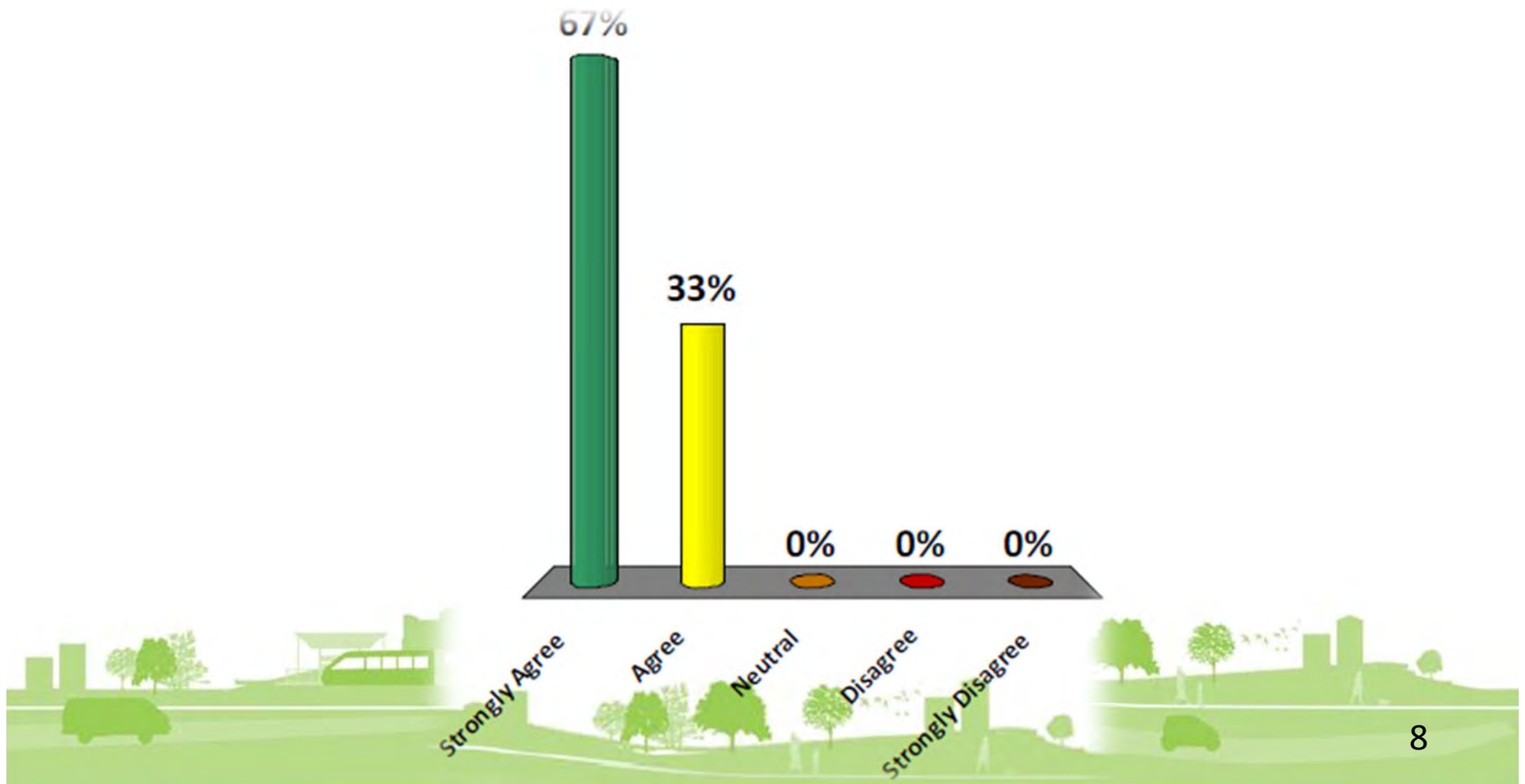
# Downtown Growth



“This initiative represents an opportunity to create a more vibrant place in downtown Austin”



“We have a better chance to create a more vibrant place in downtown Austin if we work together”



# METRORAIL IMPROVEMENTS

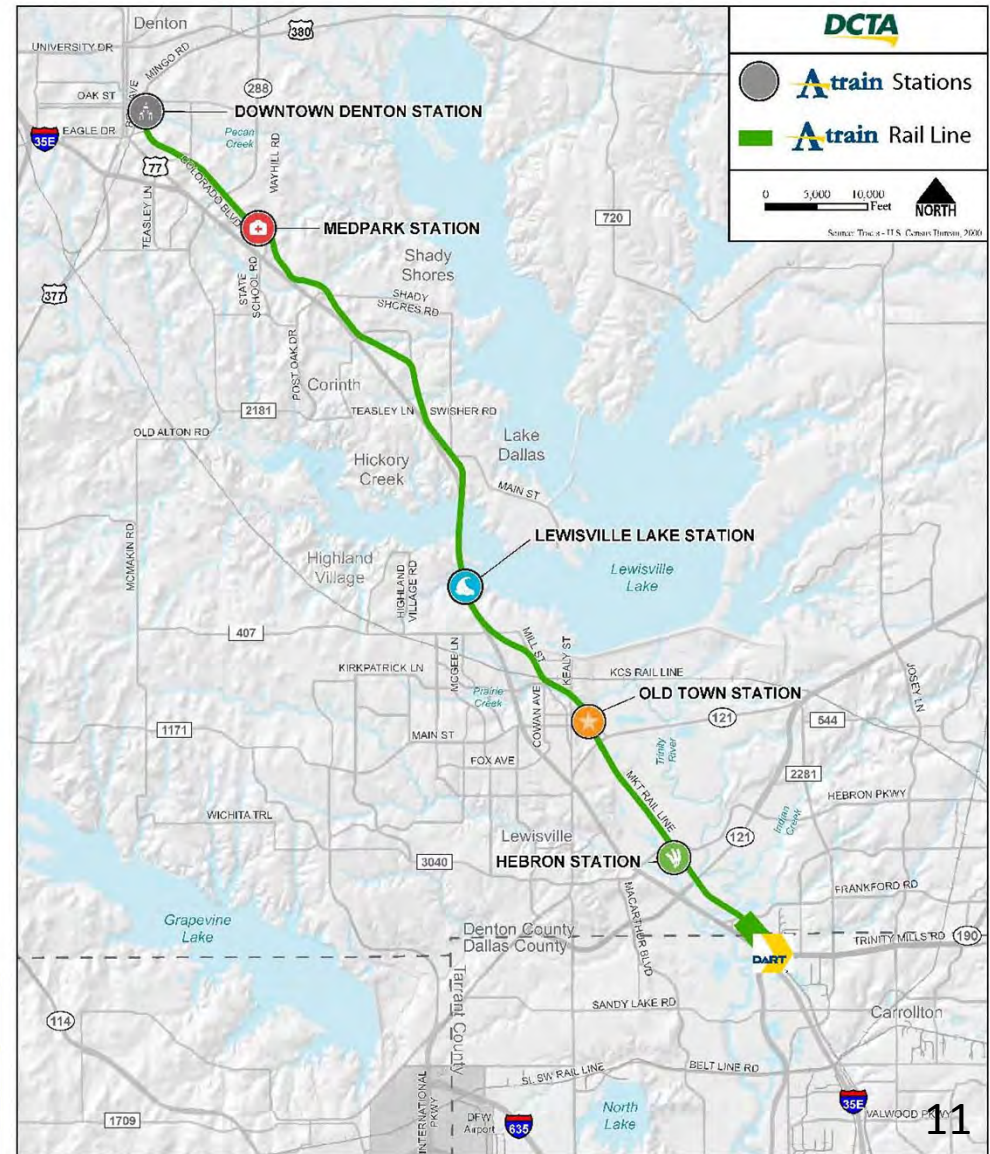




# MetroRail Red Line Peer System



- **A-train** is a 21-mile regional rail system connecting Denton and Dallas Counties
- Six A-train stations: Denton (2), Highland Village-Lewisville area (3), and DART Trinity Mills Station in Carrollton

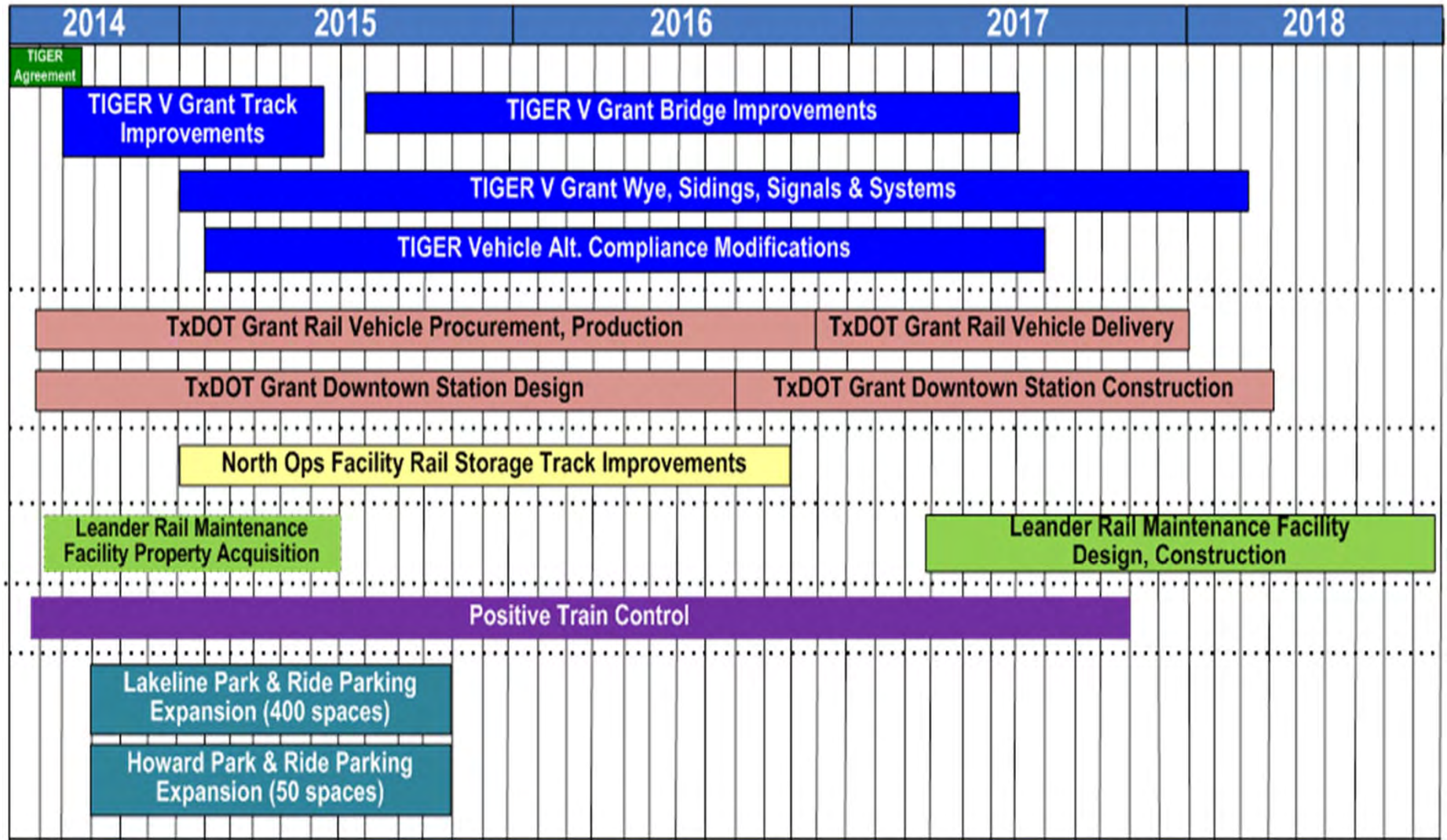


# MetroRail Red Line by the Numbers

Performance Measurements	Trinity Railway Express	DCTA A-Train	Capital Metro MetroRail
Operating Expenses (\$)	\$ 25,870,000	\$ 12,258,021	\$ 12,958,185
Ridership	2,092,782	638,423	781,049
Revenue Miles	1,144,466	328,940	279,868
Revenue Hours	49,496	12,238	11,613
Cost Per Passenger (\$)	\$12.36	\$ 19.20	\$ 16.59
Alignment Length (miles)	33.8	21	32



# MetroRail Project Timelines



# MetroRail Red Line: Service Improvements

**Short Term  
Initiatives**



**Responding to Existing  
Demand**

**Mid Term Initiatives**



**Improving Frequency and  
Service**

**Long Term  
Initiatives**



**Long Term Initiatives  
Expanding the System**



# Short Term Initiatives

## Present Challenges

## Impacts

Insufficient Track Infrastructure



Limited Service

Rail Cars Not FRA Compliant



Blackout Service Times due to Freight Operations

Signal Infrastructure Not Fully Optimized



Lower Operational Speeds

## Crowded Trains:

Southbound runs (5:55, 6:26, 6:57, 7:28 ) are above BSL (Base Service Level)

## Long Headways:

34 min pick time



# TIGER V Improvements

**Responding to Existing Demand**



## **Tiger V**

- 11.3 Million – Tiger V - FTA
- 16 Million Local Match
- Total 27.3 Million

### **Freight**

- Railroad Bridge Replacement Program
- 90-Pound Rail Rehabilitation
- Upgrade East Corridor Tracks – Class I to II
- Upgrade west corridor tracks – to class III

### **Passenger**

Increase track super-elevation between Lakeline and Plaza Saltillo  
Vehicle Alternate Compliance  
Parmer siding and sidings at Highland, Howard and Lakeline stations  
Austin junction (wye)  
Redesign crossing warning systems  
Improve wayside signal system

# Metro Rail Improvements Summary

- Increase service (Additional morning and evening run)
- New run will allow (+/-) 15 min headways at the peak of the peak –morning and evening service
- Friday evening service will run utilizing only two trains instead of three trains maintaining current schedule
- Improved operational speeds in key segments of the alignment
- Increased operational flexibility
- Alternate compliance will increase span of service without impacting freight operations
- Expanded freight service on passenger corridor
- Use of five trains in regular schedule service



# RECAP JULY 25<sup>TH</sup> WORKSHOP



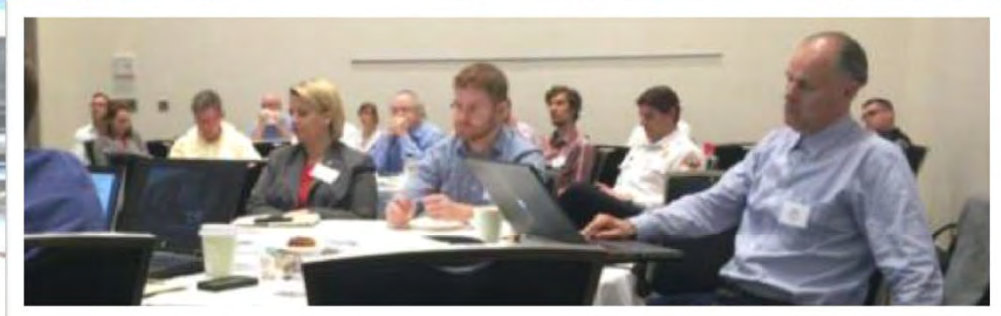
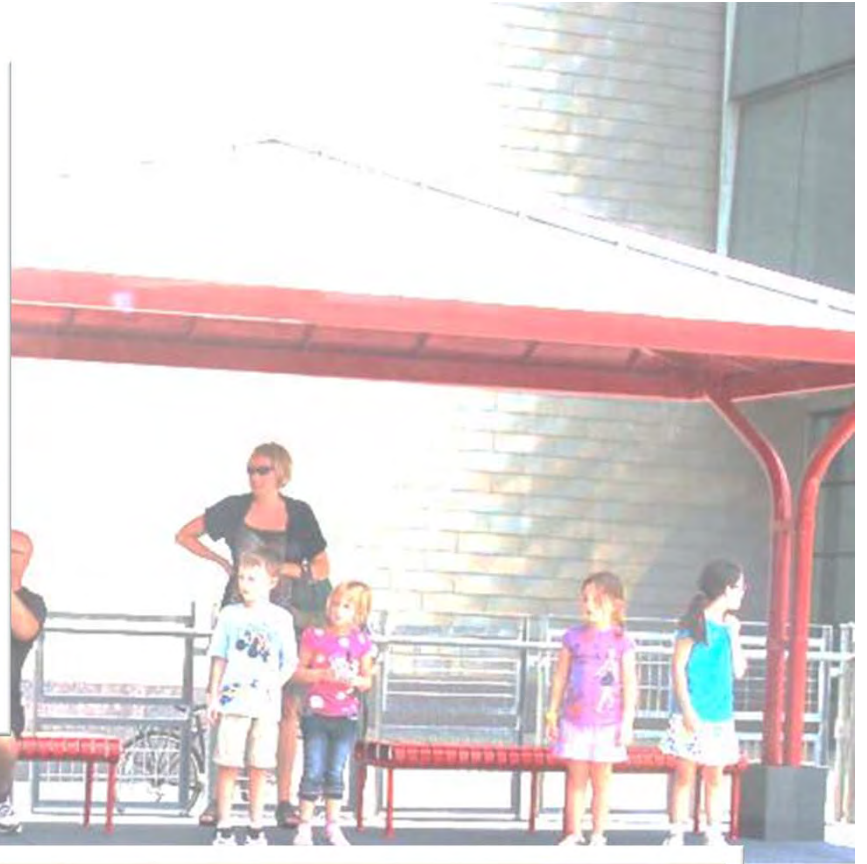
# Stakeholder Meeting #2

- Presented architectural design concepts and fire station relocation study
- Excitement about Gateway statements/concepts
- Waller Creek emphasized importance of following design guidelines
- Concerns by Hilton about valet circulation
- Request to look at property east of Red River
- Concern by DAA of station location
- Concern by DAA of maintaining vehicle circulation on 4th



# STAKEHOLDER UPDATES





Austin Watershed Protection

Bicycle Advisory Council

Downtown Austin Alliance

Railyard Apartments HOA

315 Sabine St.

Hilton Austin

# Waller Creek Conservancy

Planning & Development Review

Austin Fire &  
EMS

Austin Transportation Dept



# Austin Transportation Dept.

## Traffic Circulation:

- Feasible to convert 5<sup>th</sup> St. to two-way to improve site access
- Acceptable to minimize vehicular traffic on 4<sup>th</sup> St
- Consider Complete Streets policy
- Red River circulation must remain

## Bike Circulation:

- L.A.B. should remain but different guideway treatments can be considered through pedestrian area
- Coordinate on bike circulation and crossings (track approach)
- Continued coordination during next phase



24

- 
- 24



# Planning & Development Review

- Enthusiasm for project and Concept 3, in particular
- Lack of open space at Brush Square, desire to move Fire Station
- Concerns about amenities available
- Coordinate with Waller Creek Conservancy
- Pedestrian access/concentration diversion at Red River
- Review Hilton's parking garage footprint with depressed track design
- Peer evaluation/technical assistance panel with CNU-CTX or ULI
- Continued coordination during next phase



# Railyard Apartments HOA

- Parking availability
- Pedestrian connectivity & security
- Parks
- Ongoing project coordination w/stakeholders, plans, and agencies
- Continued coordination during next phase



# Downtown Austin Alliance

- Concerns with traffic impacts of closure of 4th Street, especially during special events & valet queuing
- Concerns about simultaneous closures of 2nd & 3rd Streets
- 5th street conversion to two-way west of Congress desired
- Active public space will generate additional O&M costs, need dedicated funding
- Consider Convention Center conceptual master plans
- Consider Sabine Promenade
- Continued coordination during next phase



# Waller Creek Conservancy

- Excited about partnering opportunities
- Sabine Promenade
- Interface w/Waller Creek trail
- Access to tunnel cleanout shaft
- 4<sup>th</sup> St. Waller Creek Bridge
- Design guidelines & review
- Connection to East
- Continued coordination during next phase



# Austin Watershed Protection

City of Austin access requirements along 4th Street between IH-35 and Sabine Street for:

- Waller Creek Tunnel Project – 4th Street Creekside Inlet
- Sabine Street Promenade Project
- Austin Energy Chiller Plant



# 315 Sabine St.

- Continued coordination during next phase



# Hilton Austin

- Valet Access options:
  - 4<sup>th</sup> Street
  - Underground parking garage
- Open to shared use of bike path for valet circulation
- Continued coordination during next phase



# Bicycle Advisory Council

- Opposition to traffic shared with bikeway
- Supports conversion of 5<sup>th</sup> St. to two-way so that 4<sup>th</sup> can be converted to car-free except for emergency & special event vehicles
- Continued coordination during next phase

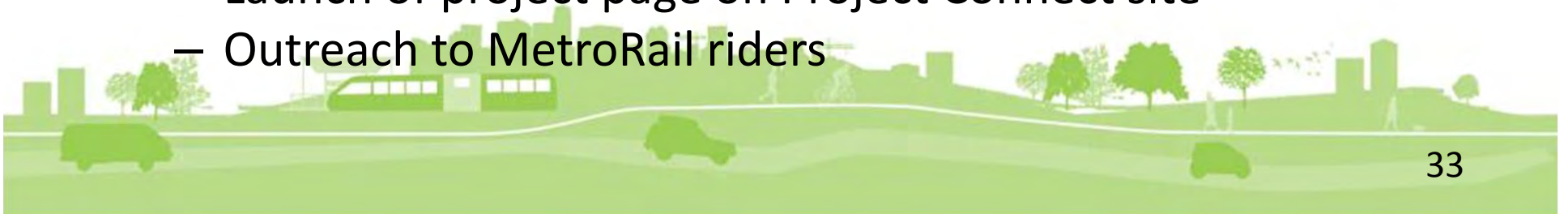


# Future Stakeholder Updates

- Downtown Commission
- Design Commission
- Urban Transportation Commission
- 555 Condos
- Marriot Management

## Other efforts:

- Block-walking in the area of influence to identify additional stakeholders
- Scheduling a public workshop for January – feedback on concepts
- Launch of project page on Project Connect site
- Outreach to MetroRail riders



# UPDATES TO CONCEPTS



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Criteria	How well does the solution meet criteria?	How well does the solution meet criteria?	How well does the solution meet criteria?
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<b>Capital Metro User Experience</b> - ease of transfers, accessibility	☆	☆☆☆	☆☆☆☆
<b>Top Constraints</b> (from 5/23 workshop)			
Relocate AFD/EMS Function	☆☆☆	☆☆☆☆☆	☆☆☆☆☆
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4th, 5th, Neches, Red River traffic circulation	☆☆☆☆	☆☆☆☆	☆☆☆
LAB alignment & pedestrian connectivity to nearby areas (such as Waller Creek)	☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Hilton and Convention Center operations, access, and plans	☆☆☆	☆☆☆☆☆	☆☆☆☆☆
<b>Top Functions</b> (from 5/23 workshop)			
Gateway for downtown Austin	☆☆	☆☆☆	☆☆☆☆☆
Pedestrian circulation & connectivity	☆	☆☆	☆☆☆☆☆
Front yard for CC/Hilton/flexible diverse use public space	☆	☆	☆☆☆☆☆
Public services (restroom, water, etc.)	☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Vehicular circulation & connectivity	☆☆☆☆	☆☆☆	☆☆☆
<b>Other Stakeholder Needs</b>			
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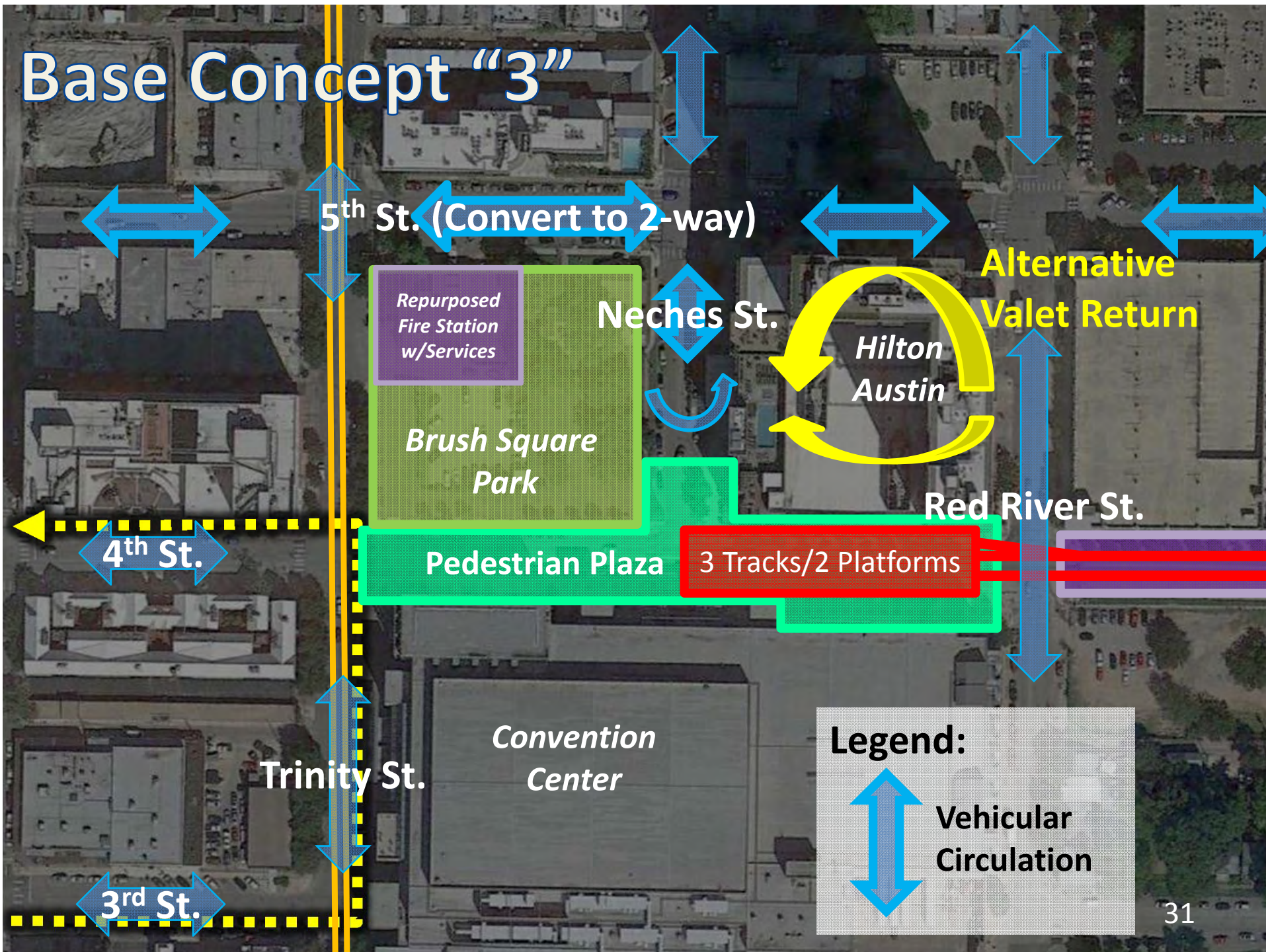
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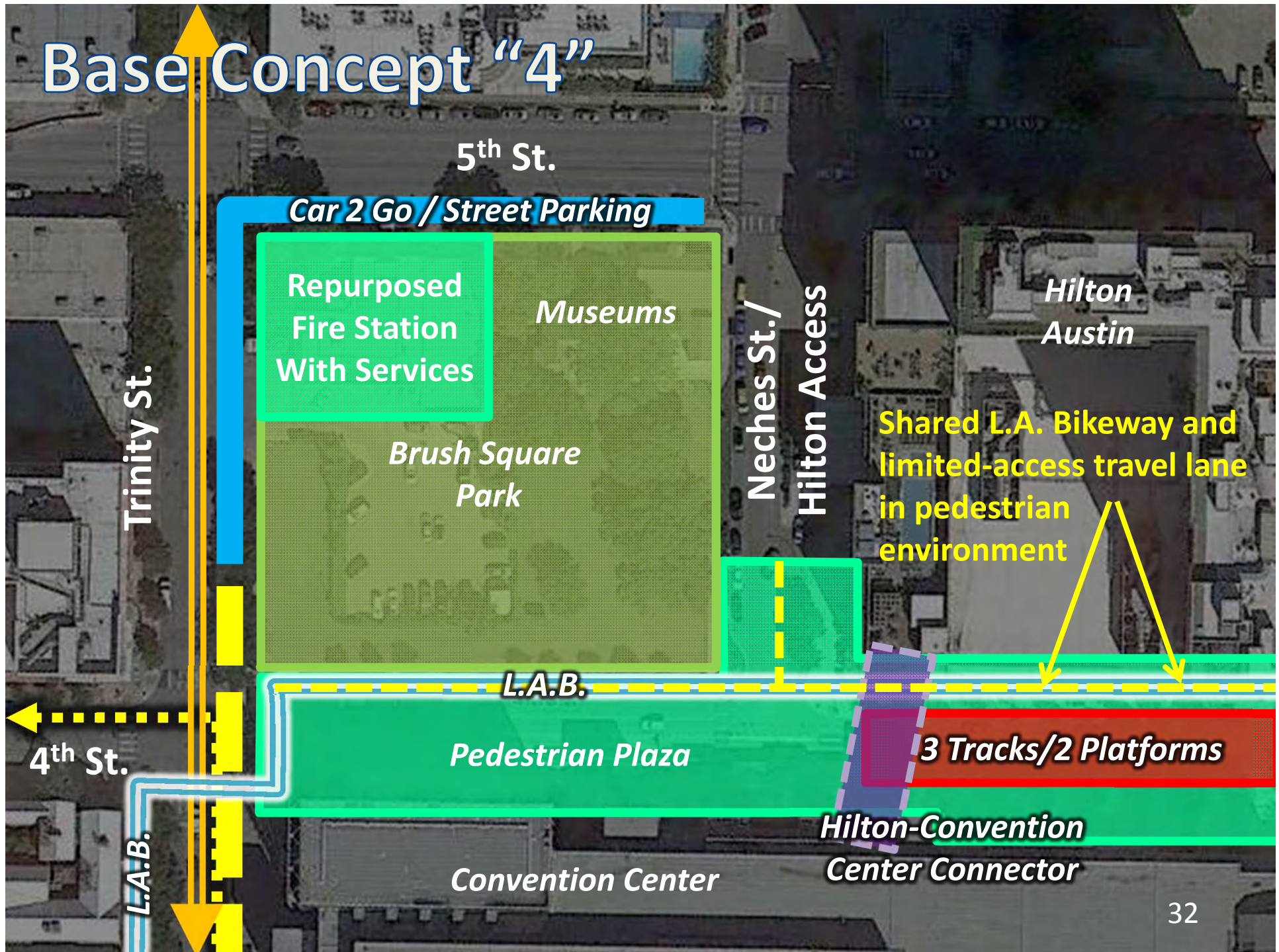
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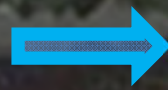
# Base Concept "3"



# Base Concept "4"



# Base Concept "5"



E. 5th St.

Hilton  
Austin

Convention  
Center  
Parking

Sabine St.

Additional Waller  
Creek crossing

4th St.

4th St.

Lance Armstrong Bikeway

2-block transfer to Trinity

3 Tracks/2 Platforms

Developable parcel

Convention Center

*Elements of Concepts 3 and 4  
address the stakeholder-defined  
criteria best and will be  
advanced to the next phase*

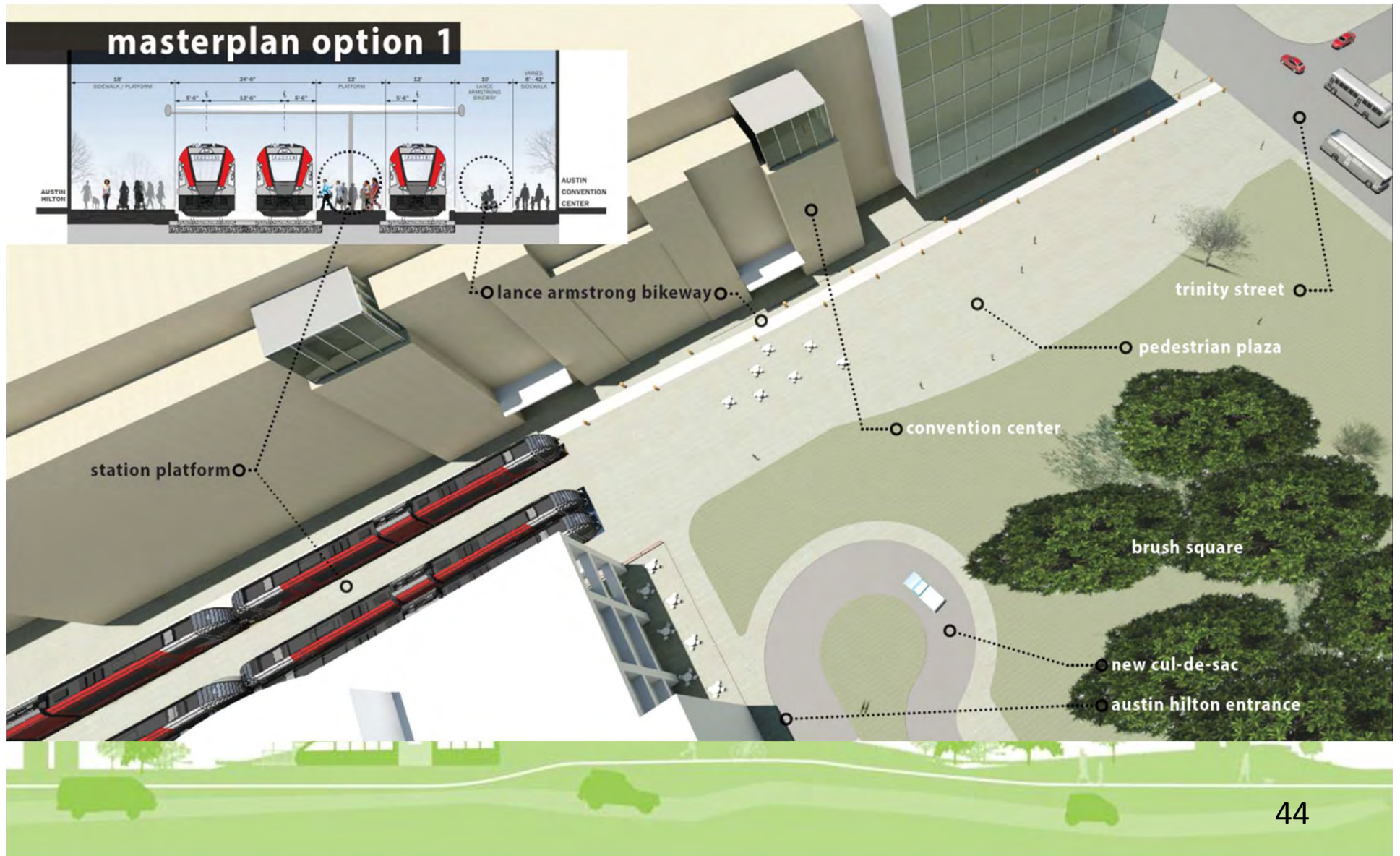


# Upcoming Design Phase - Technical Evaluation

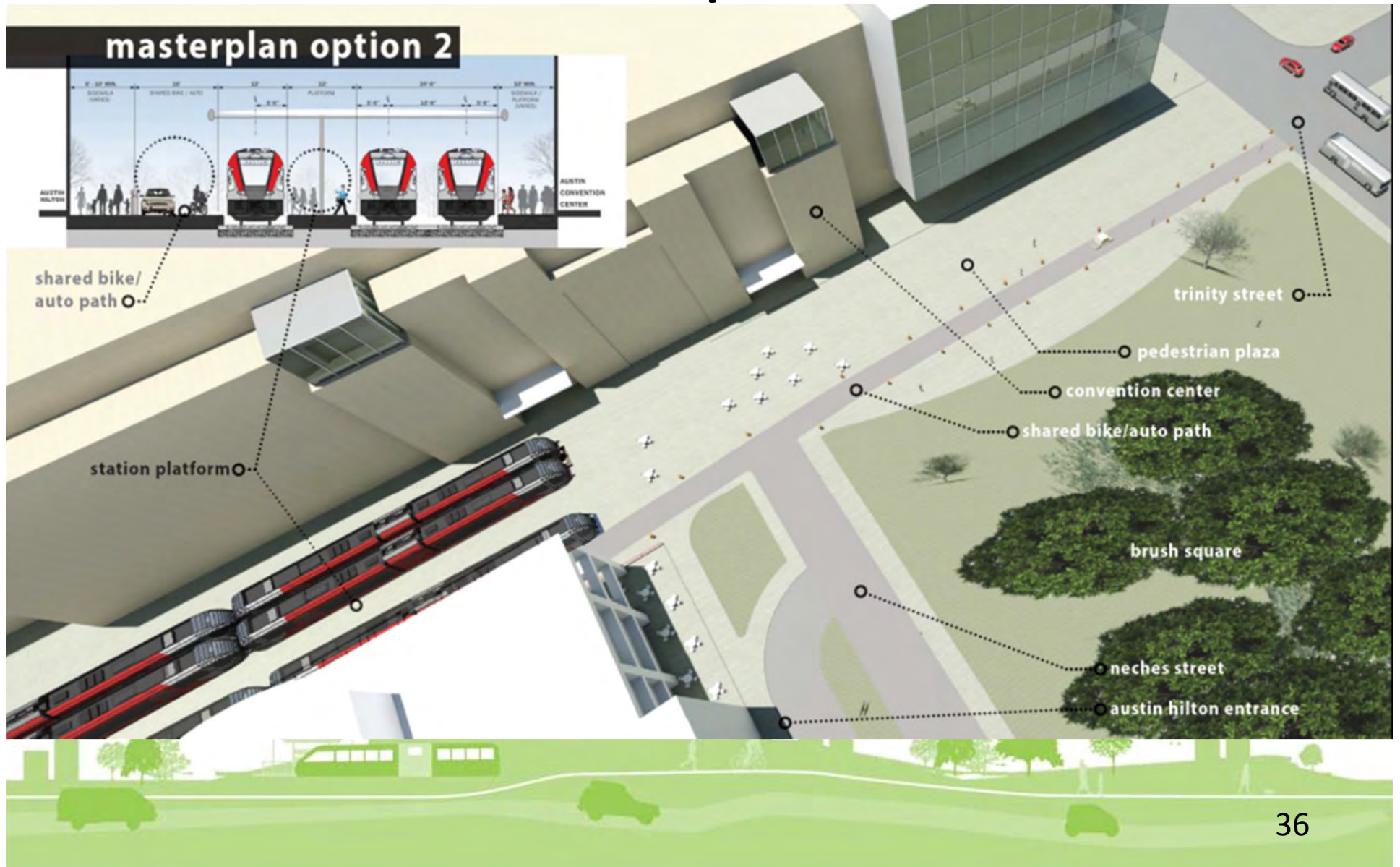
- Engage the public and additional stakeholders
- Identify any fatal flaws
- Incorporate stakeholder feedback as appropriate
- Develop detailed design (30% level)
- Environmental review and approval as needed
- Develop cost estimates and confirm meets budget



# Concept "3"



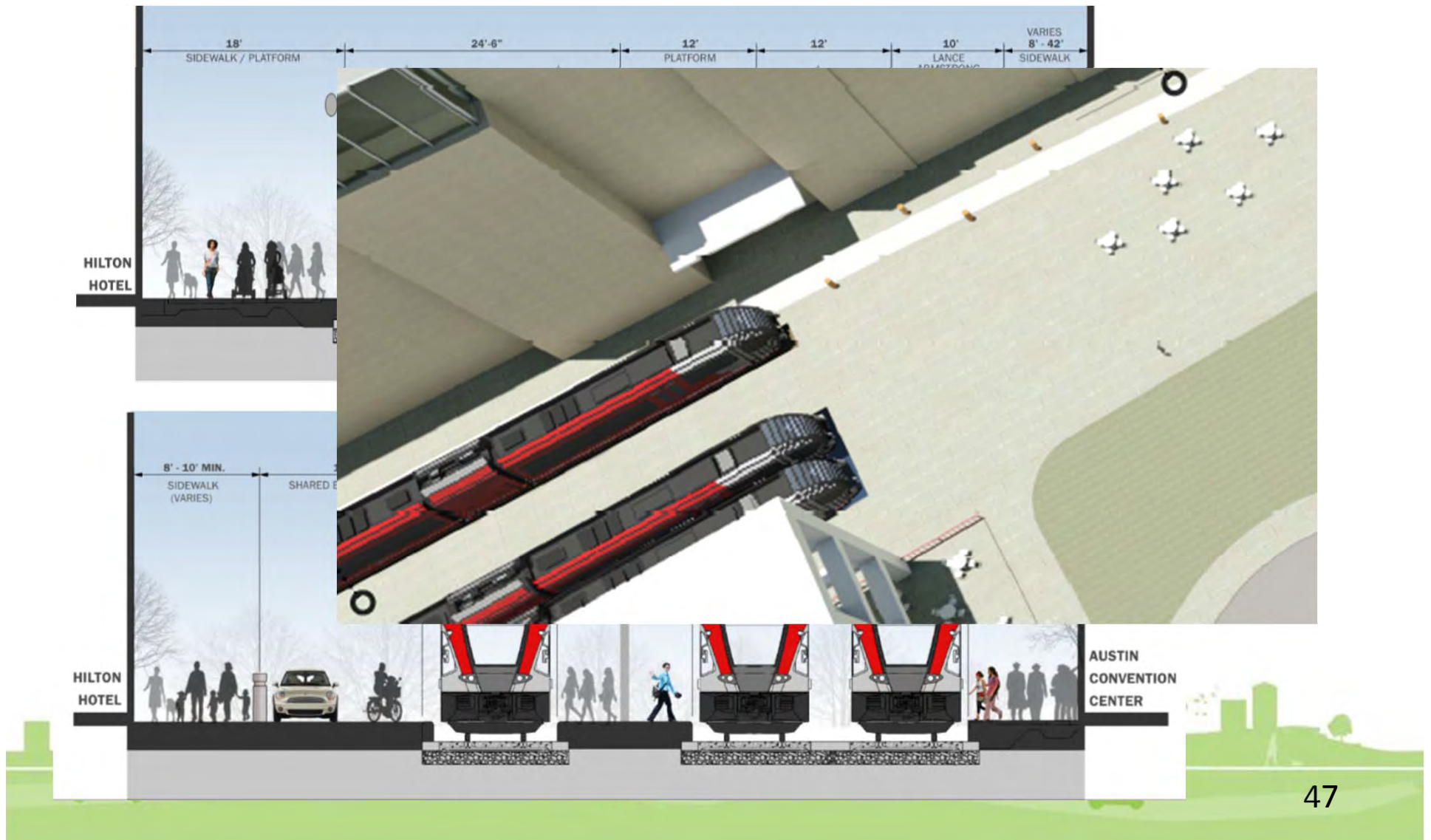
# Concept "4"



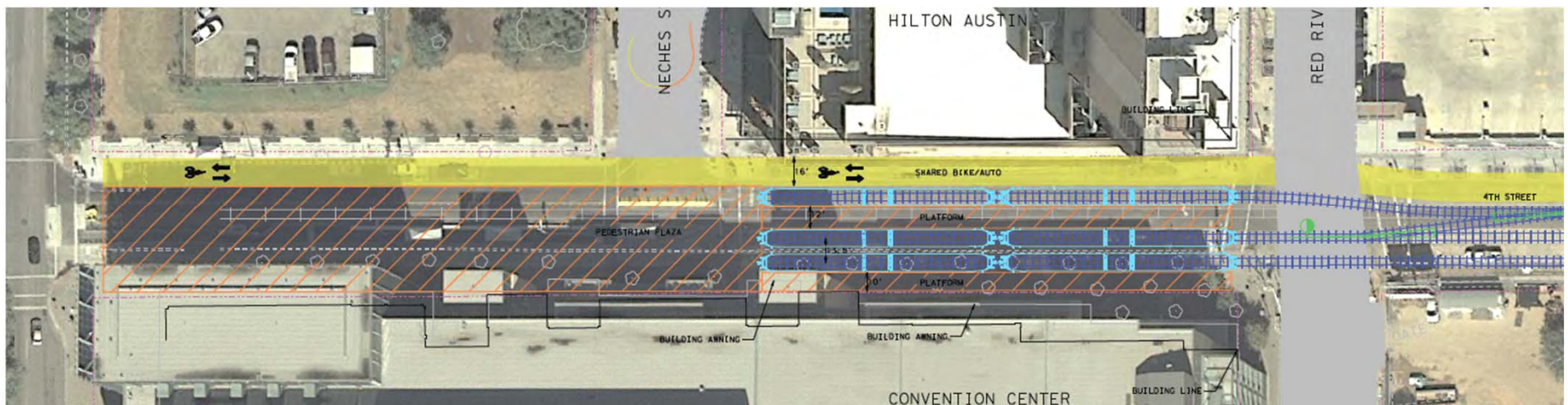
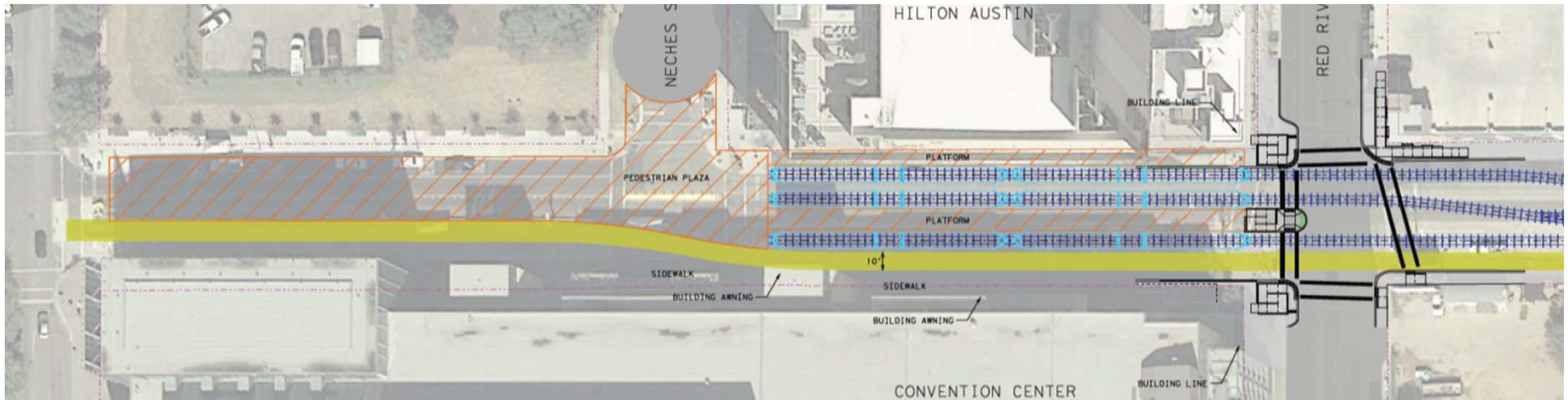
# DESIGN CONSIDERATIONS



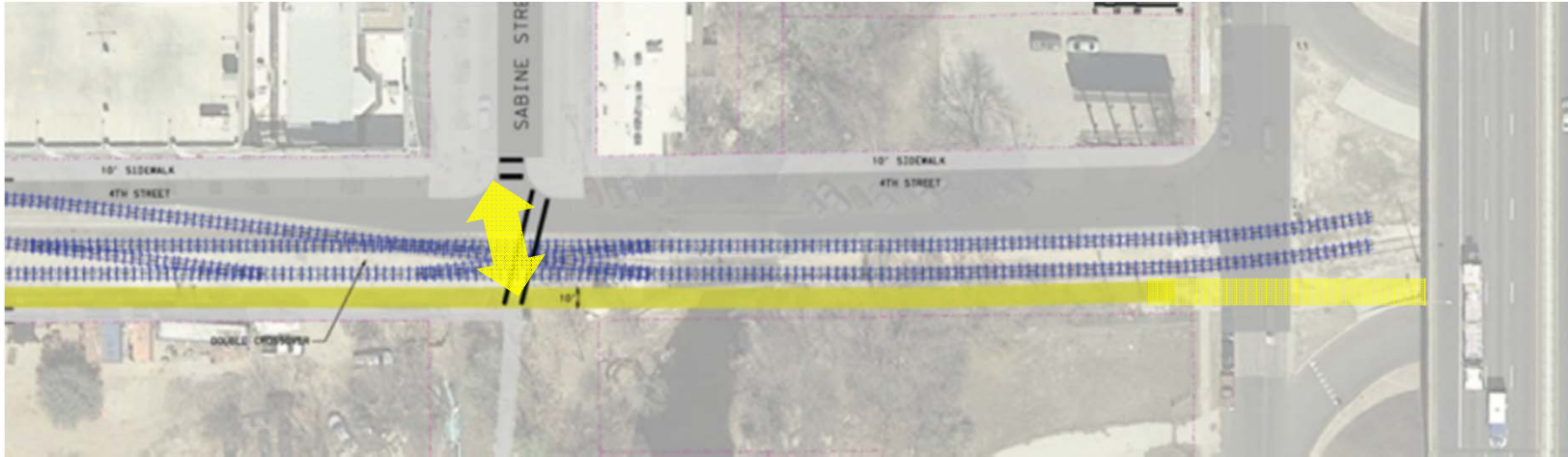
# Details – Lowering tracks



# Details



# Details



# Details – Waller Creek & Sabine

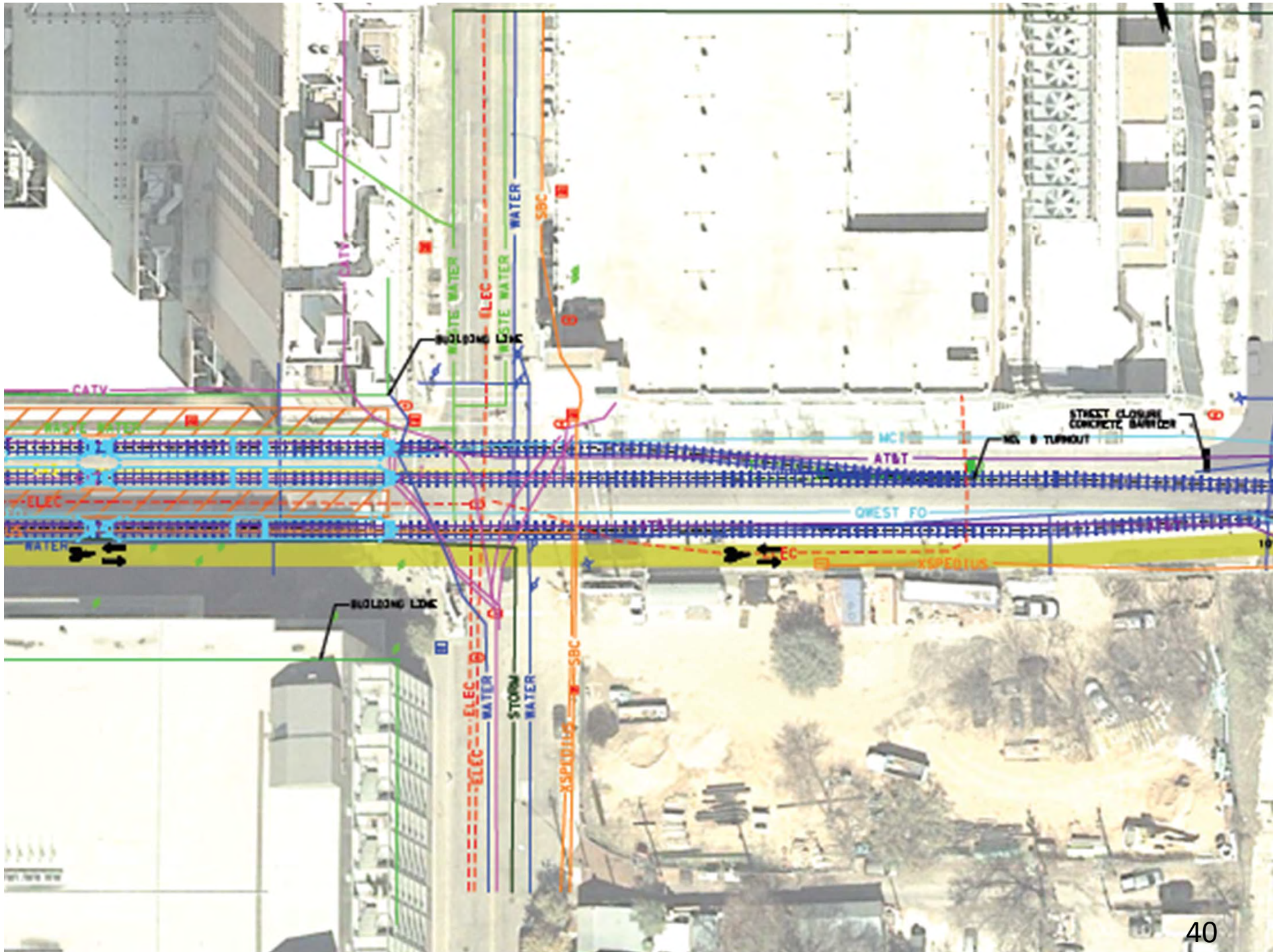
- Existing rail bridge can remain as part of a phased approach
- R/W width is sufficient to add new bridge for 2<sup>nd</sup> track, roadway lane, and sidewalk
- Future phase of work could replace old rail bridge and L.A.B. bridge
- Sabine/4<sup>th</sup> Rail-Trail crossing practice warning devices



# Details - Utilities

- To define magnitude cost allowance
- Records research & Austin Utility Location Coordination Committee (AULCC)





# Capital Metro Downtown Station



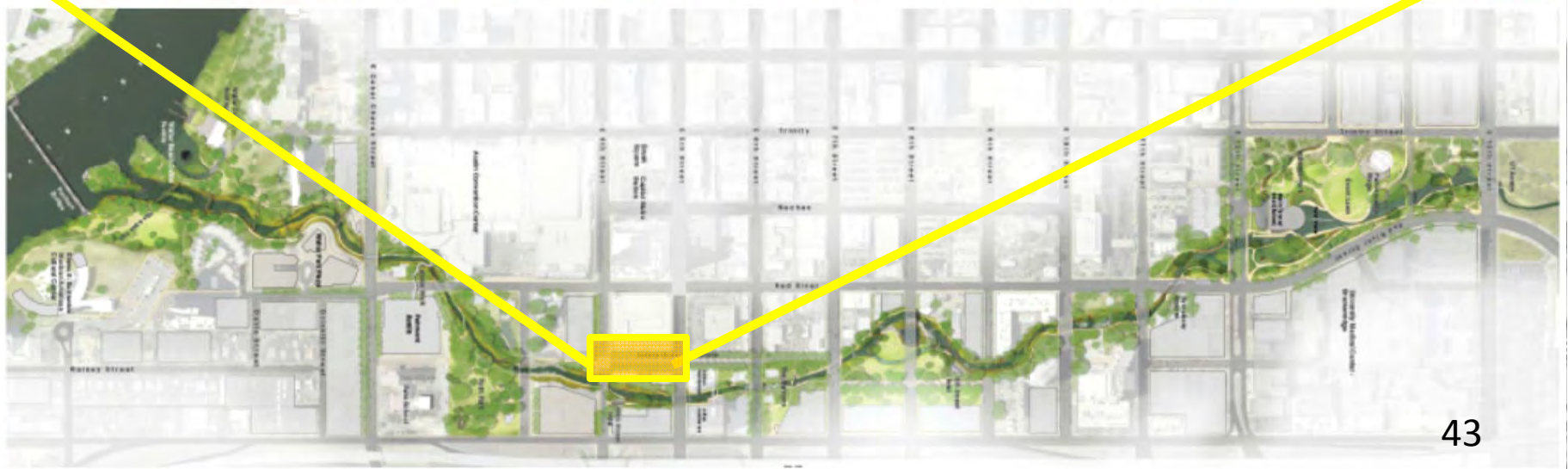
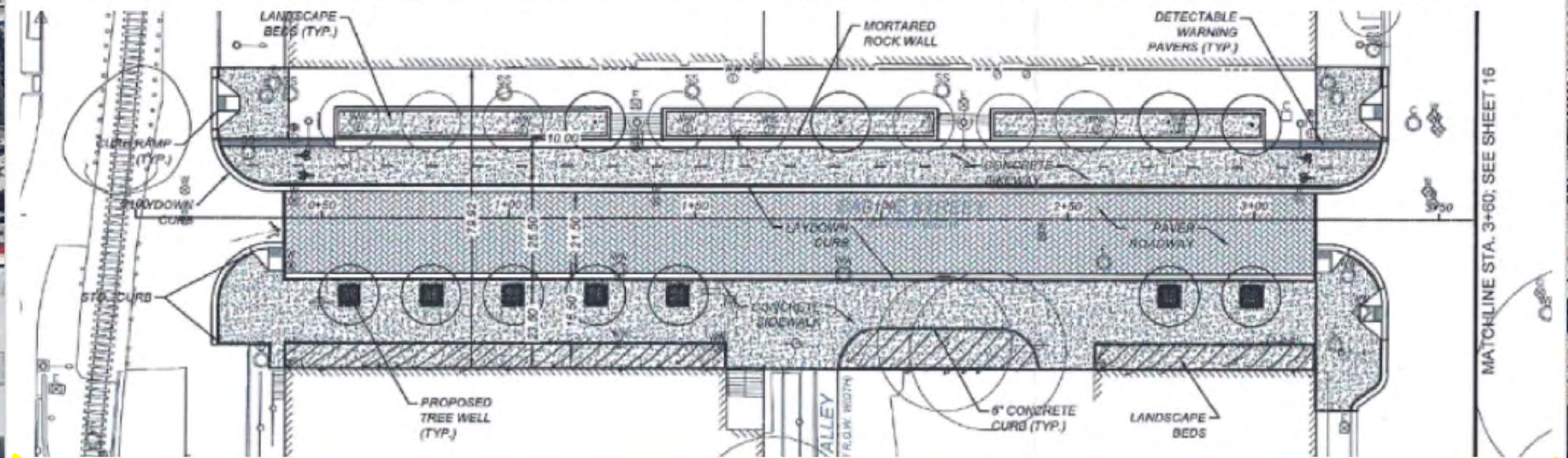
# Brush Square



# Hilton-Convention Center Connector



# Sabine St. Promenade



# *Our urban fabric... the vision*





# Waller Creek

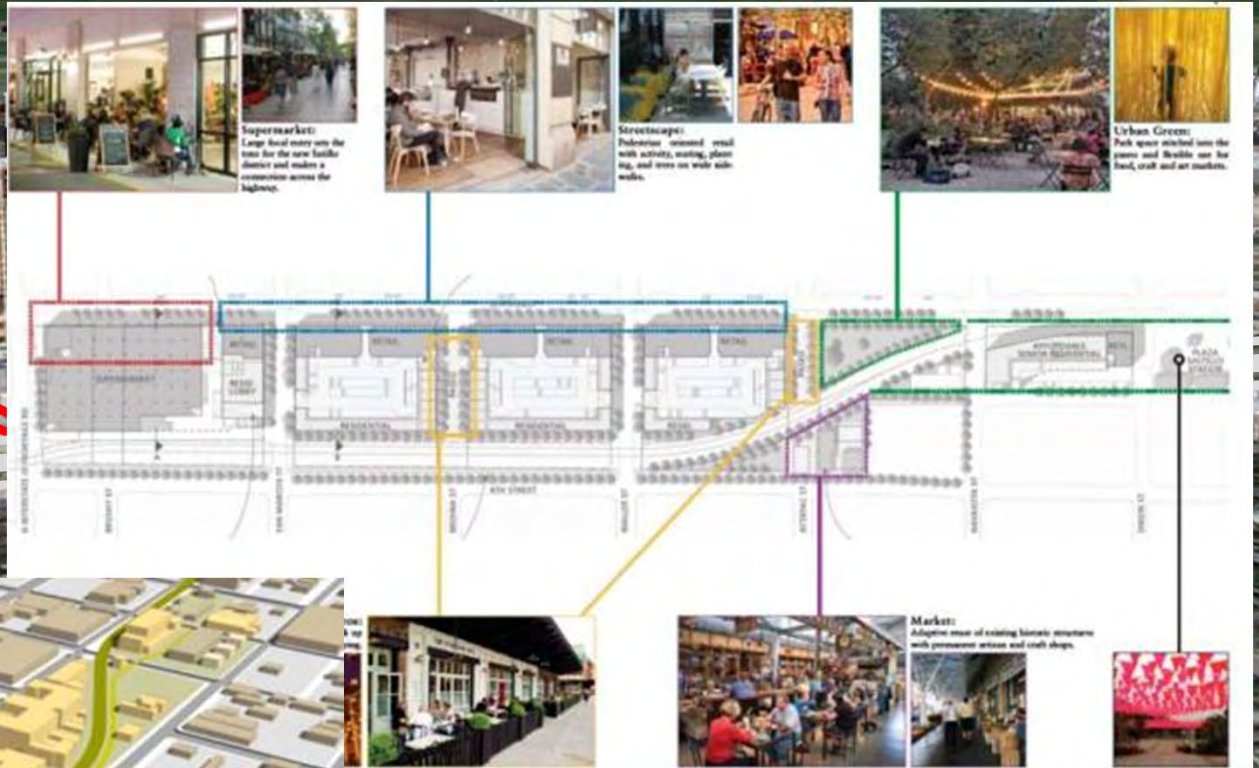


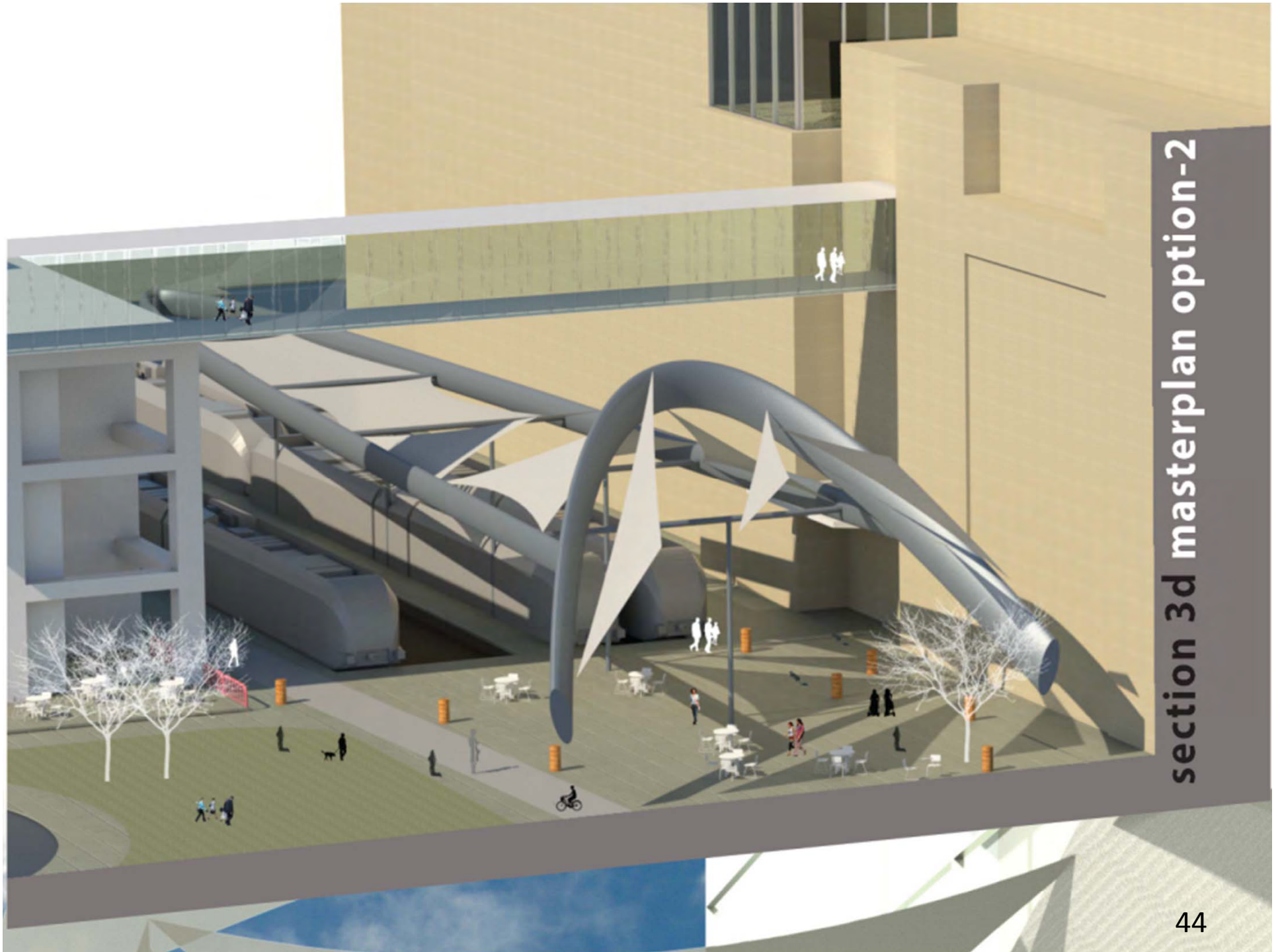
# Reconnecting East to West



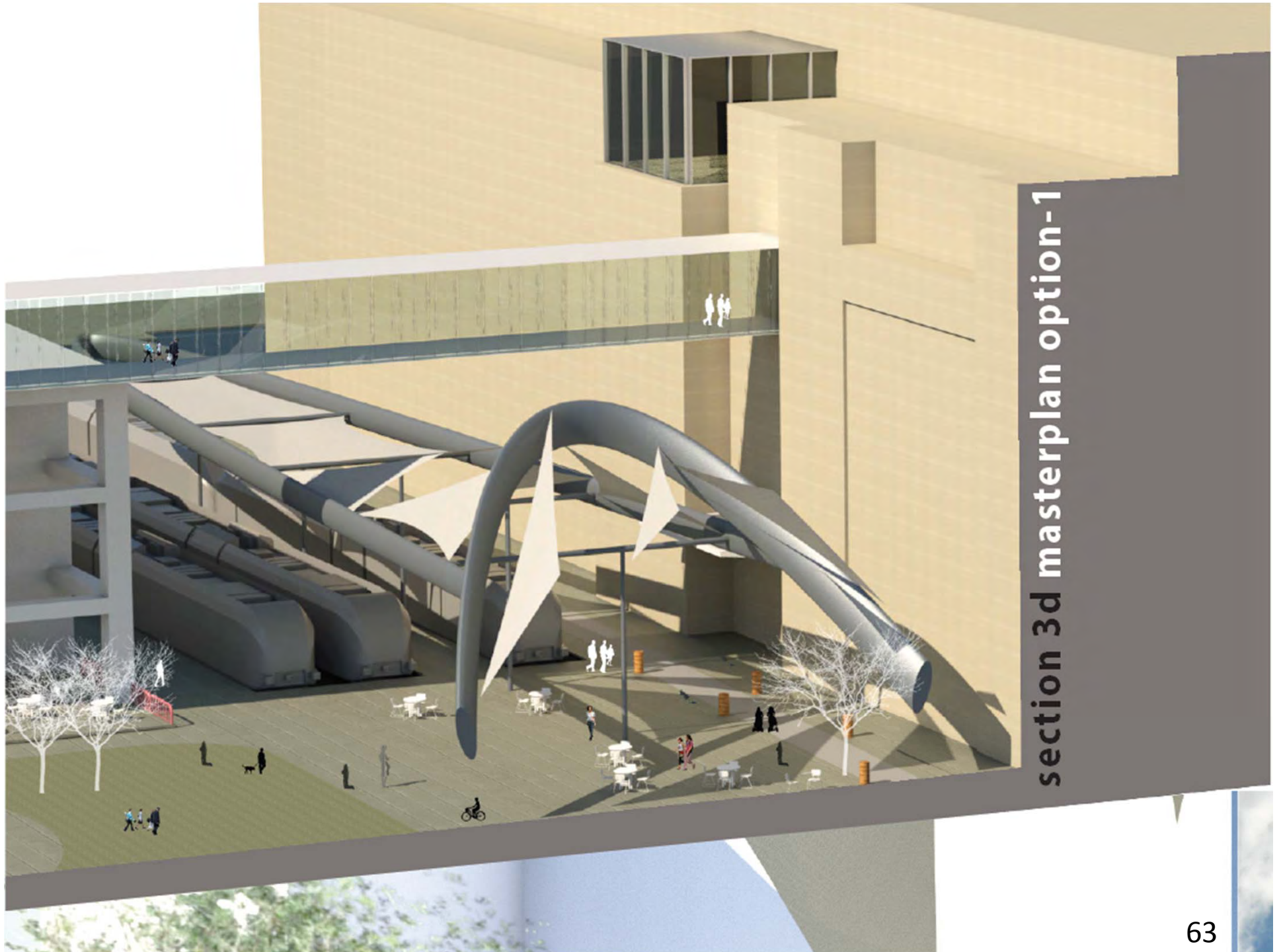
le earth

# Plaza Saltillo





**section 3d masterplan option-2**

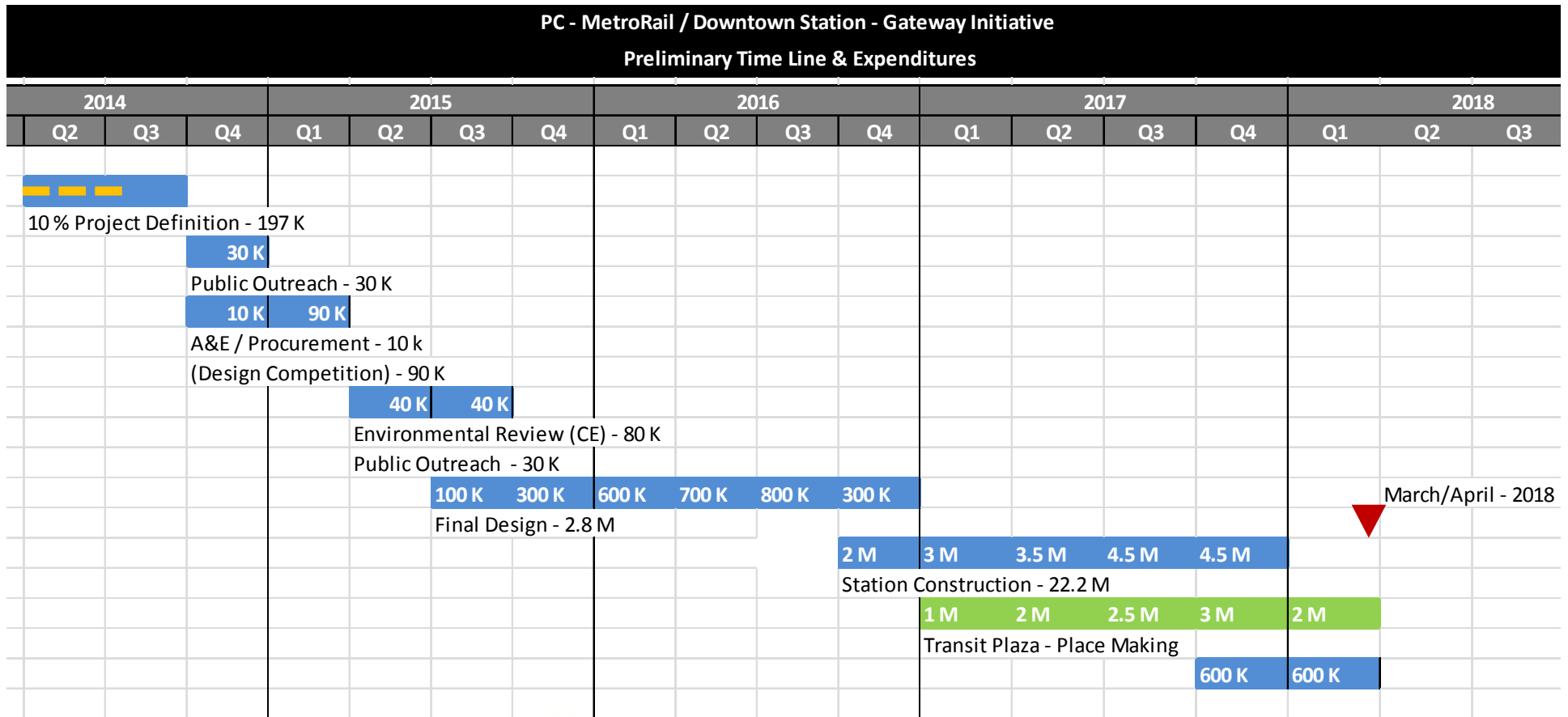


section 3d masterplan option-1

*What other items should be  
considered during next design  
phase?*



# Implementation Timeline



concept : 2 sail



Thank you!

