

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



City of Austin – Pedestrian Advisory Consultation

January 12, 2014



From Temporary to Permanent

**Downtown
Station**



- Urban Integration with Existing Context and Activity Centers
- Complete Multimodal Integration
- Future Modes – Urban Rail
- Two Platforms Three Tracks Station Configuration (If Possible)
- Station Patron Amenities Upgrade
- Improve Pedestrian Safety and Passenger Experience
- Improve Station - Long Term Terminal Operation Requirements

An Opportunity

- Convention Center
- Hilton
- Park and Museums
- Fire and EMS Facility
- Hotel and Residential Development
- Transit Improvements

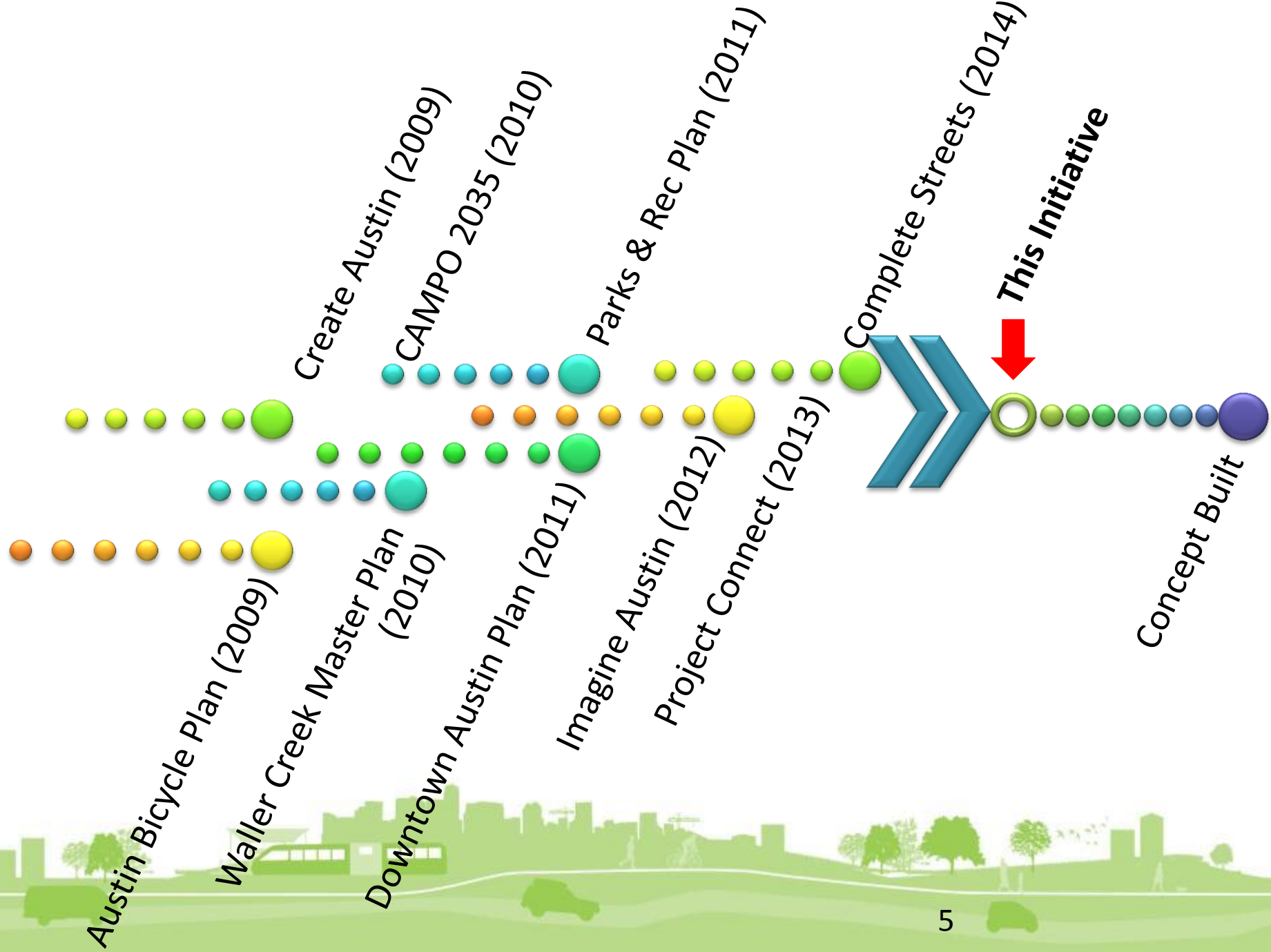


Goals

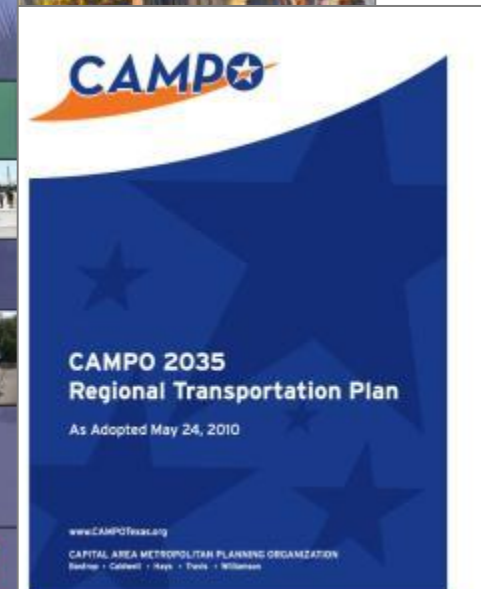
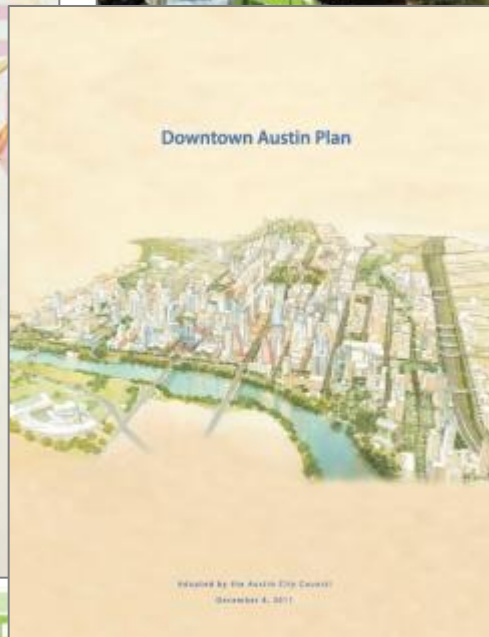
Take advantage of this opportunity to:

- 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

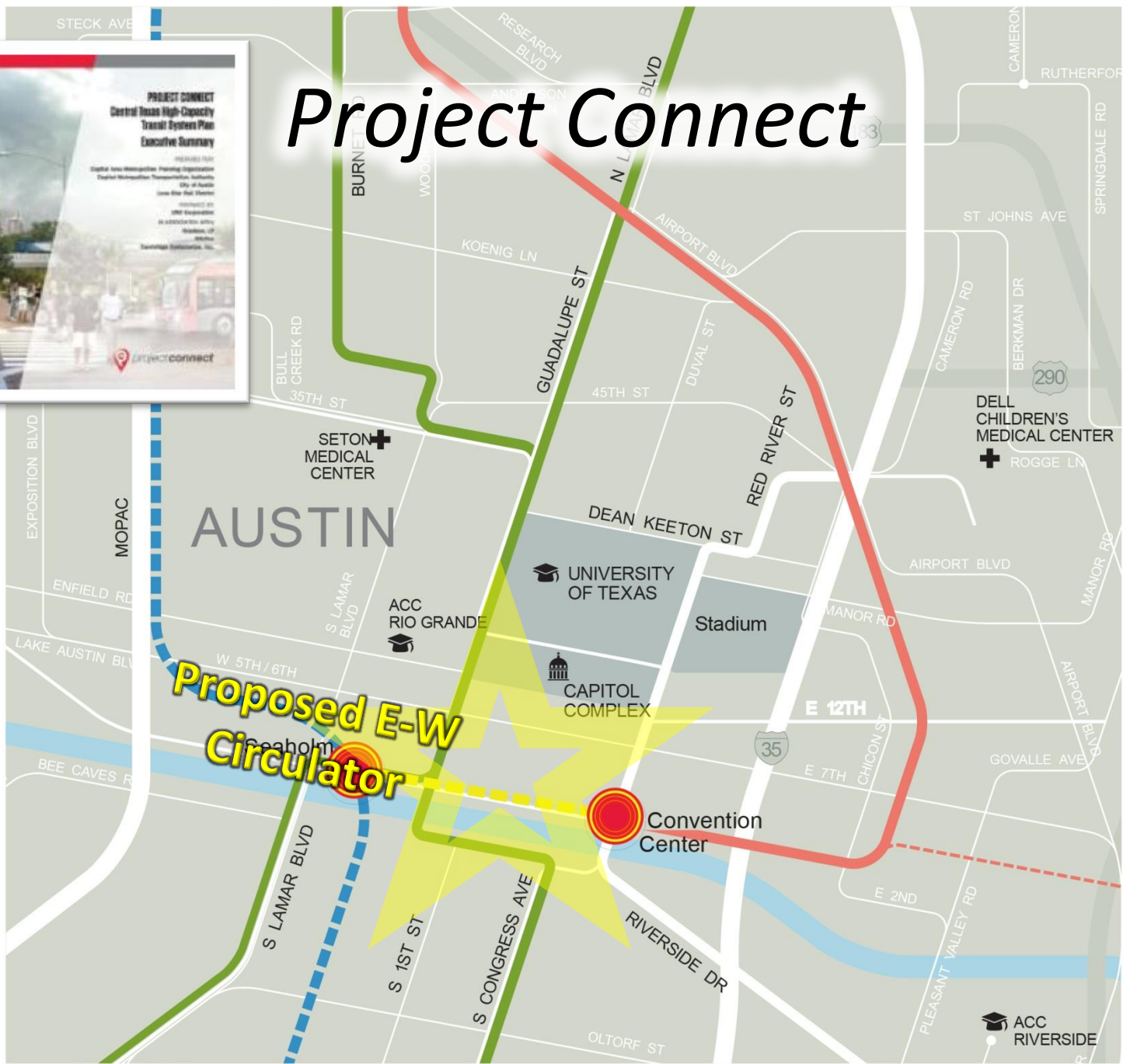


To Round Rock and Georgetown

To North Austin



Project Connect

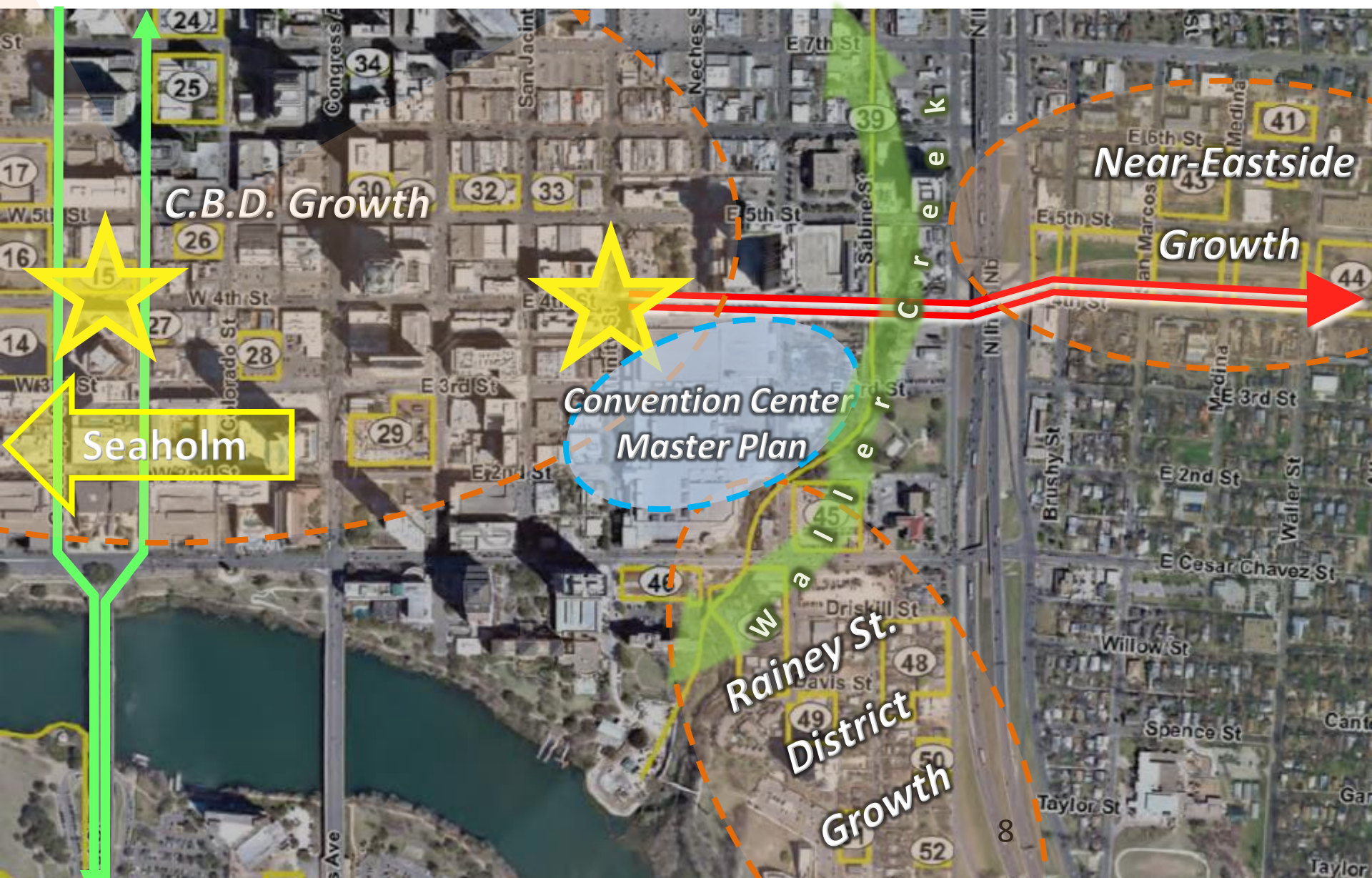


To San Antonio

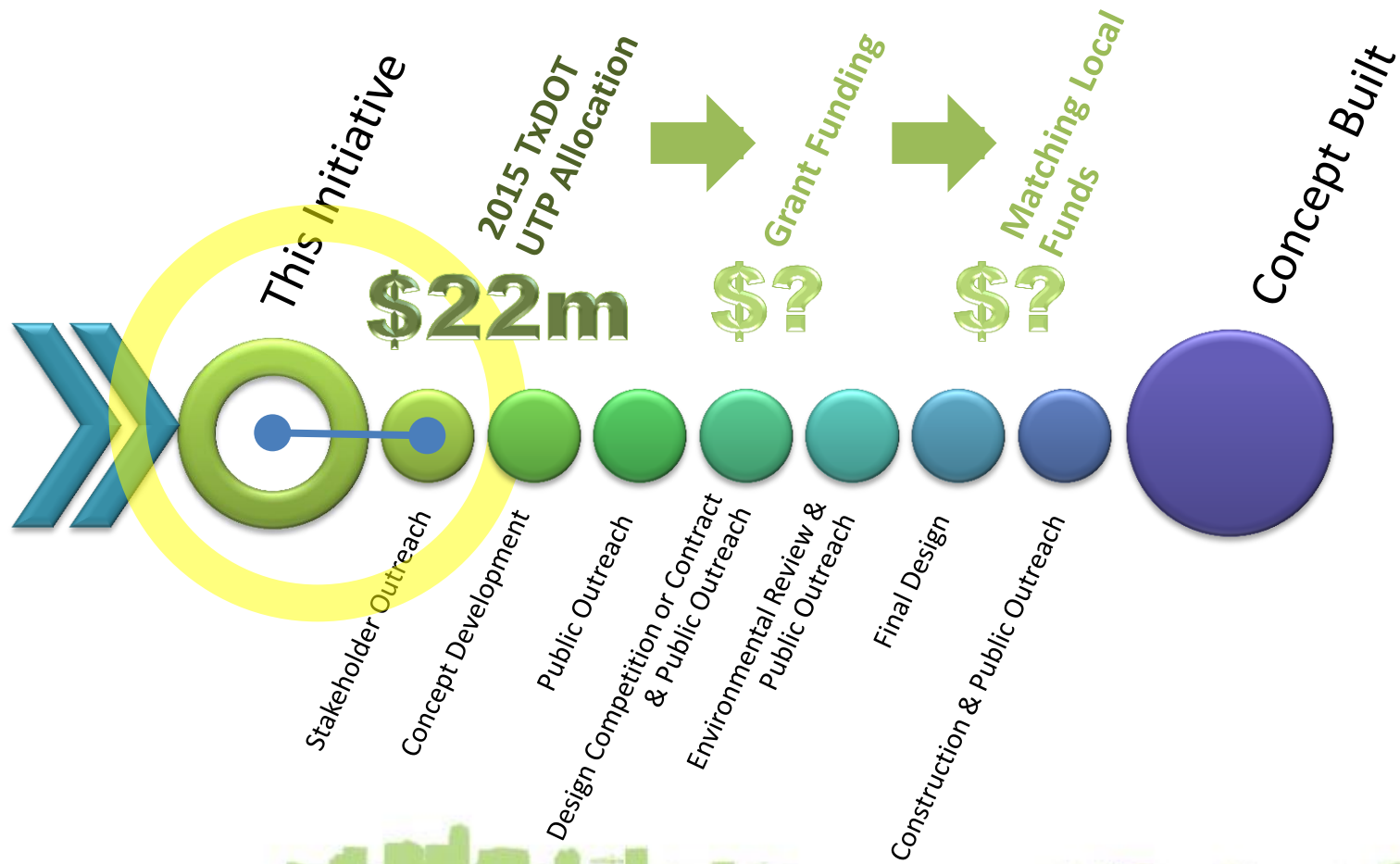
To Airport



"Emerging Projects"



Timeline to Implementation



TxDOT June 2014 UTP Allocation

- \$50M awarded to Capital Metro
 - \$28M for four additional vehicles to increase frequency on the Red Line
 - \$22M for a permanent downtown station

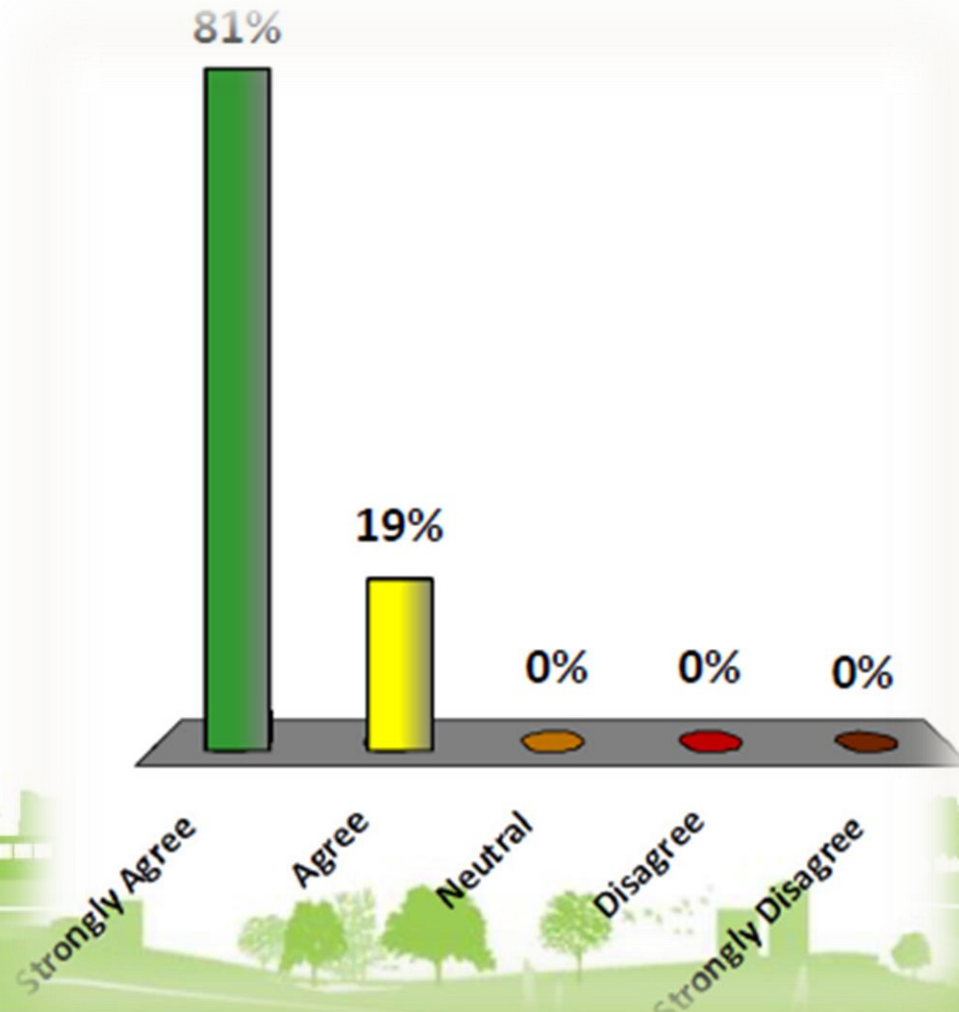
This is in addition to \$11M in federal TIGER funding received in 2013 for related Red Line upgrades



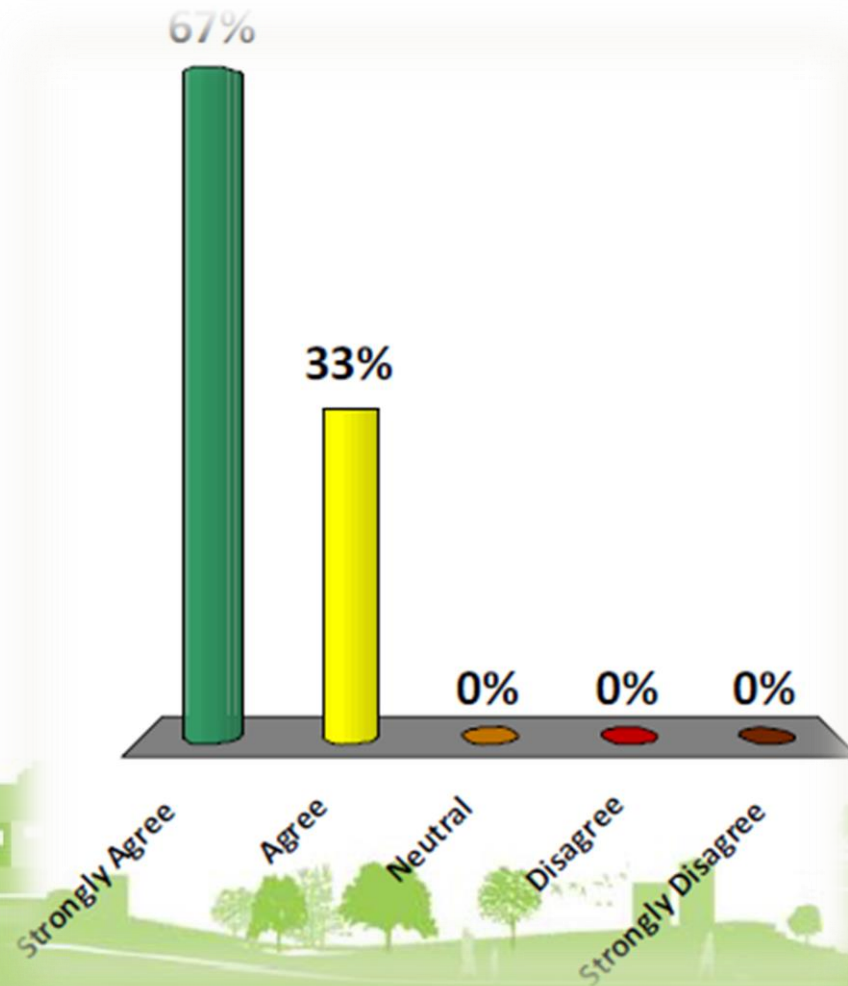
Initiative Timeline



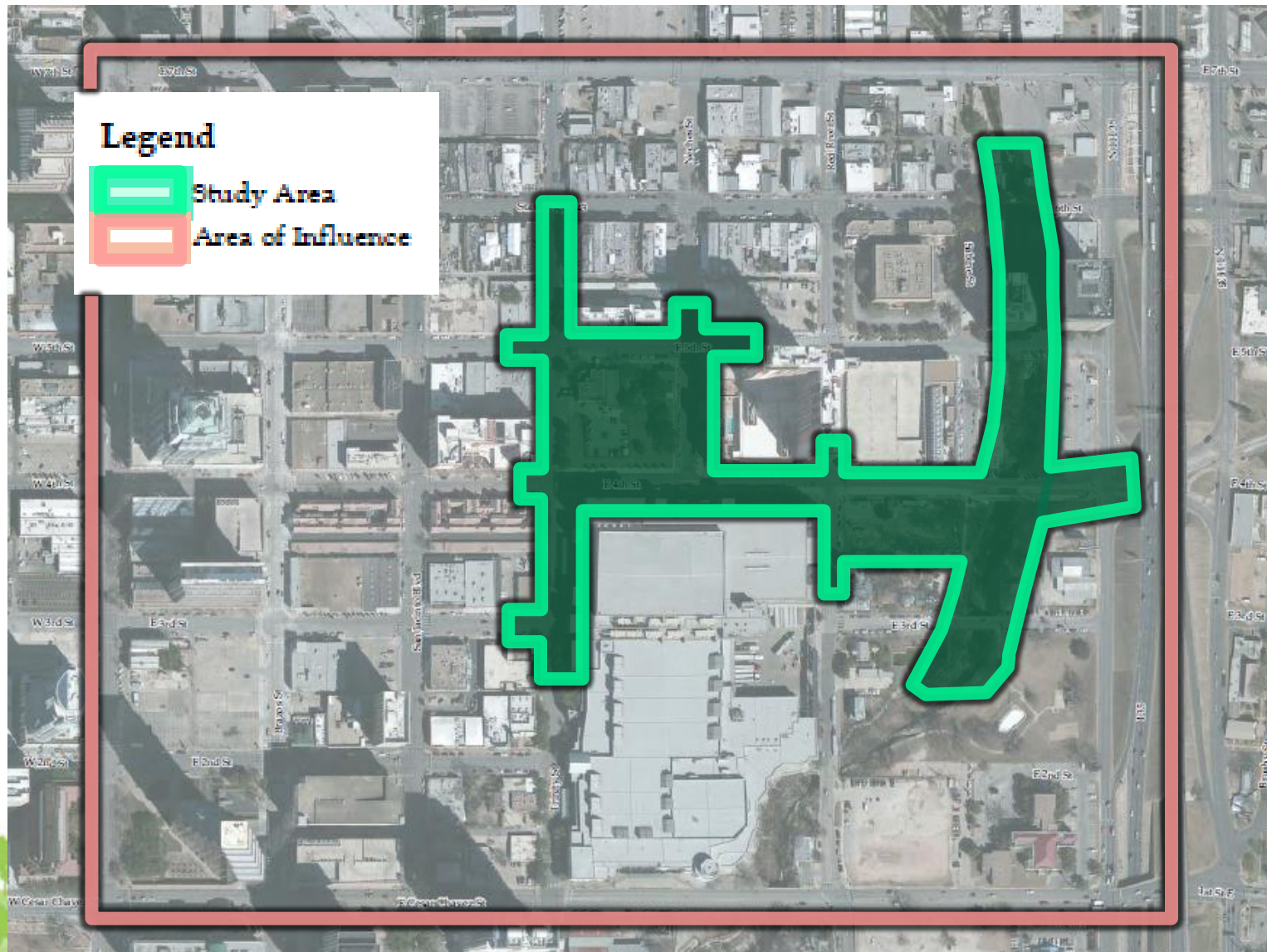
“This initiative represents an opportunity to create a more vibrant place in downtown Austin”



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

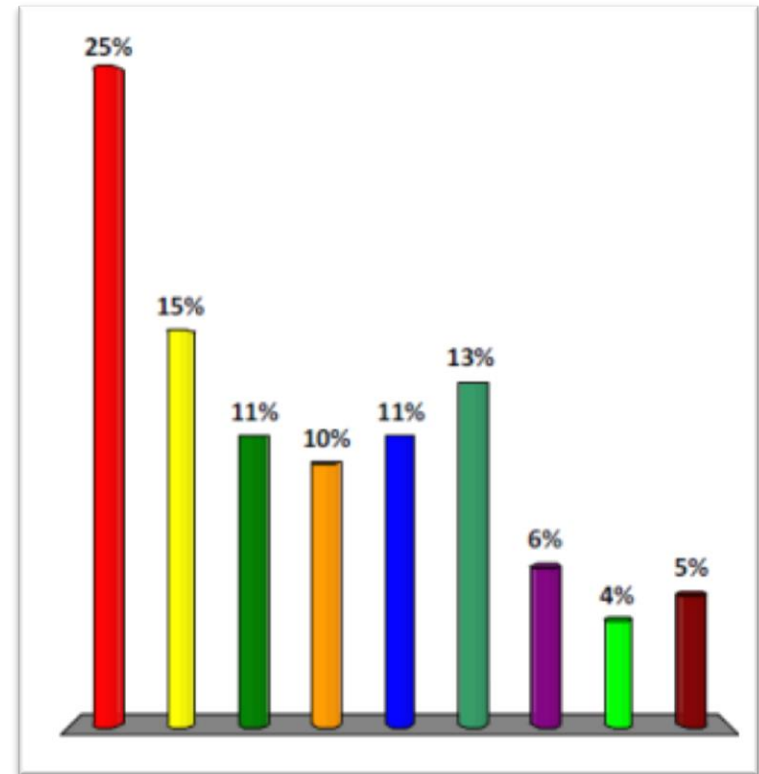


Stakeholder Identified Boundaries



“Rank the top 5 **constraints** in order of their importance to you for this initiative”

1. **25%** Relocate AFD/EMS Function
2. **15%** Presence of multimodal hub and consider future expansion
3. **13%** 4th, 5th, Neches, Red River traffic circulation
4. **11%** LAB alignment & pedestrian connectivity to nearby areas (such as Waller Creek)
5. **11%** Hilton and Convention Center operations, access, and plans
6. **10%** Historical significance of state-owned Square

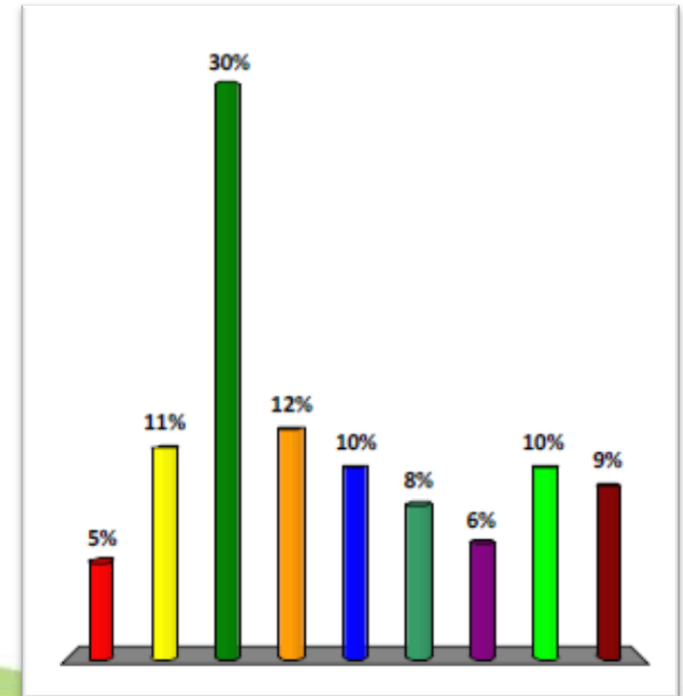


6% trees & green space, **5%** public space operations & maintenance, and **4%** limited space for events, functions, and increasing activity

“Rank the top 5 **functions** in order of your preference for this initiative”

1. **30%** Gateway for downtown Austin

2. **12%** Pedestrian & bicycle circulation & connectivity
3. **11%** Front yard for CC/Hilton/flexible diverse use public space
4. **10%** Public services (restroom, water, etc.)
5. **10%** Vehicular circulation & connectivity
6. **9%** Repose/shade/shelter
7. **8%** Safety & security
8. **6%** Active supportive edge/adjacent uses
9. **5%** Convention space



What is a Gateway?

- ***A confluence of regional transportation modes providing a primary access point and “first impression” of downtown***
- An effective gateway encourages and supports a diverse mixture of activities and land use
- Should be iconic, memorable



How have other cities created Gateways?

Pioneer Courthouse Square, Portland, OR



- Former site of parking garage
- National design competition
- Planned concurrently with MAX light rail system
- Friends of Pioneer Square raised money through sale of bricks, other items
- Opened in 1984, became Tri-Met hub in 1986
- Portland Streetcar in 2001

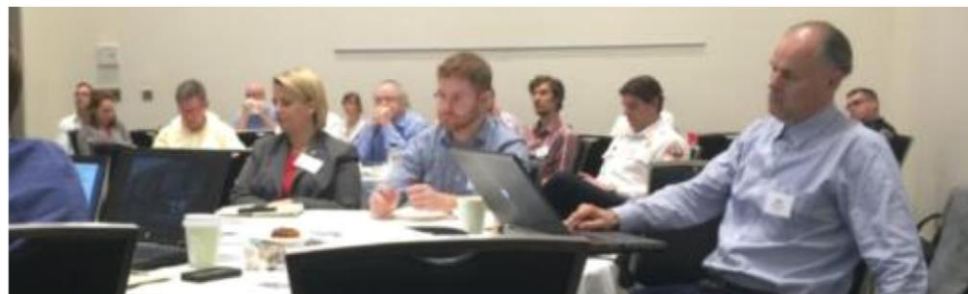
How other cities created Gateways...?

- Denver Union Station – 16th St. Mall



STAKEHOLDER UPDATES





Austin Watershed Protection

Bicycle Advisory Council

Downtown Austin Alliance

Rail Yard Apartments HOA

Hilton
Austin

315 Sabine St.

Waller Creek
Conservancy

Planning & Development

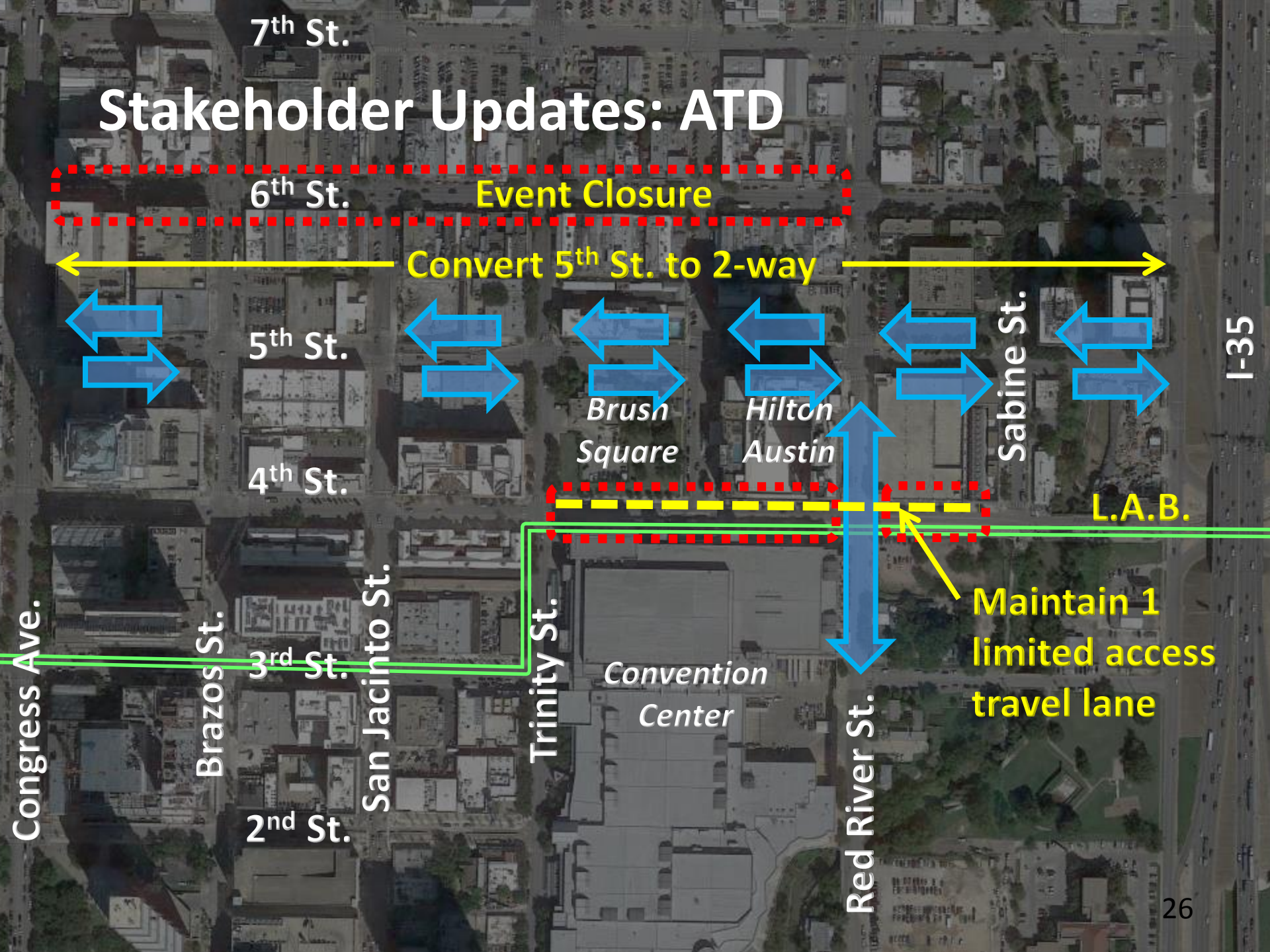
Austin Transportation

Austin Fire & EMS

Austin Convention Center



Stakeholder Updates: ATD



7th St.

Stakeholder Updates: ATD

6th St.

Event Closure

Convert 5th St. to 2-way

5th St.

4th St.

Brush
Square

Hilton
Austin

Sabine St.

I-35

L.A.B.

Maintain 1
limited access
travel lane

Convention
Center

Red River St.

Trinity St.

San Jacinto St.

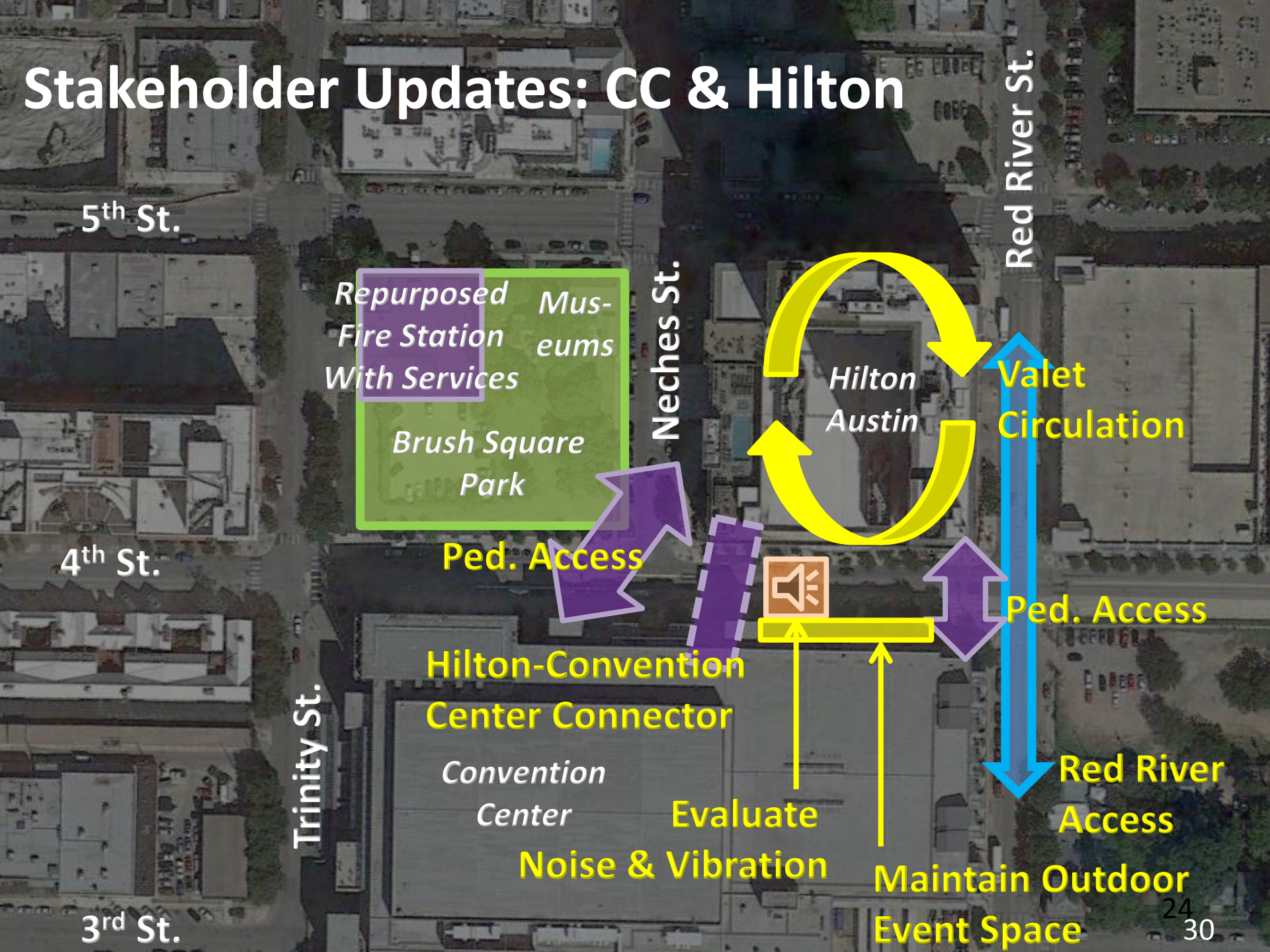
3rd St.

2nd St.

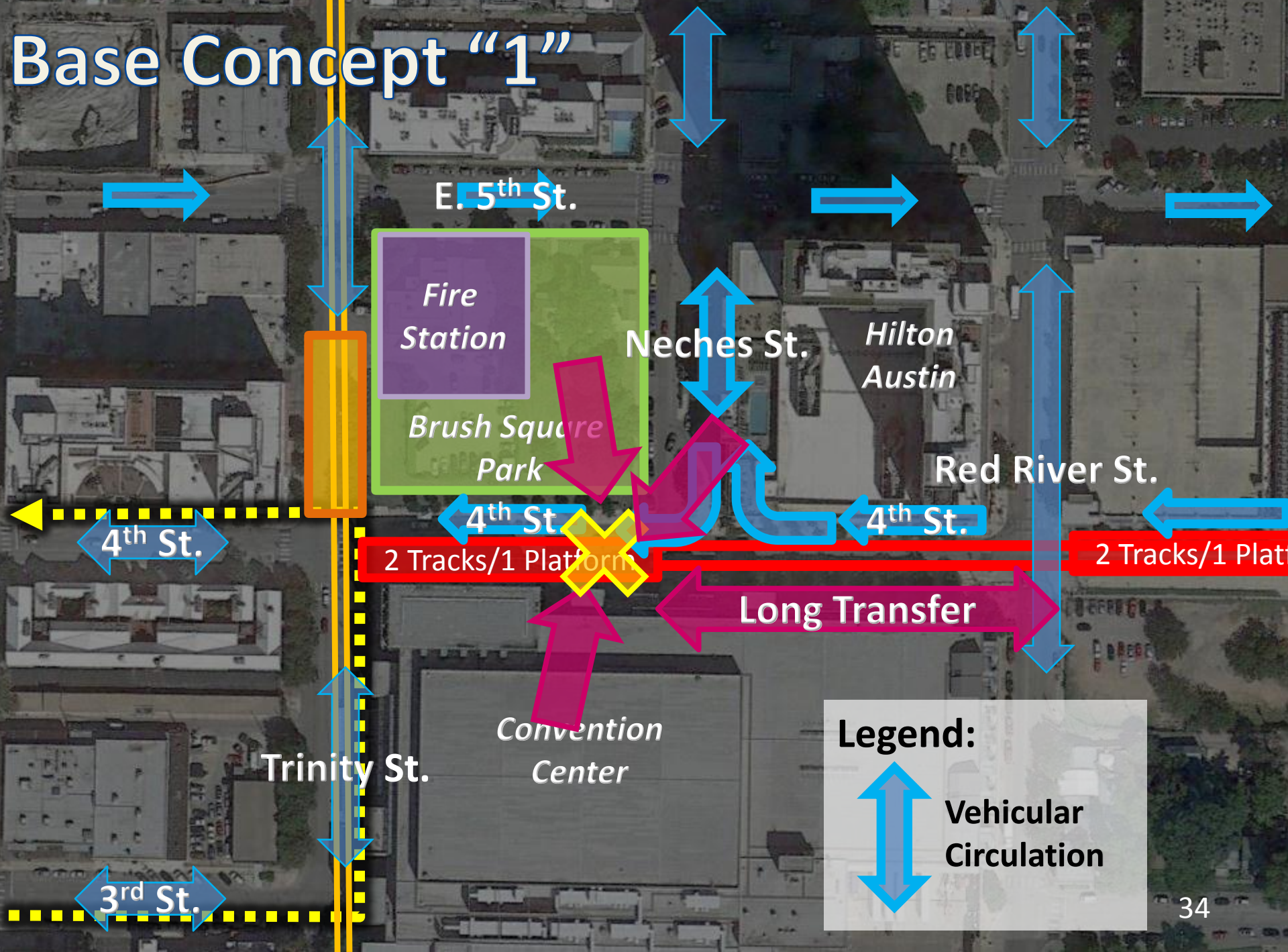
Brazos St.

Congress Ave.

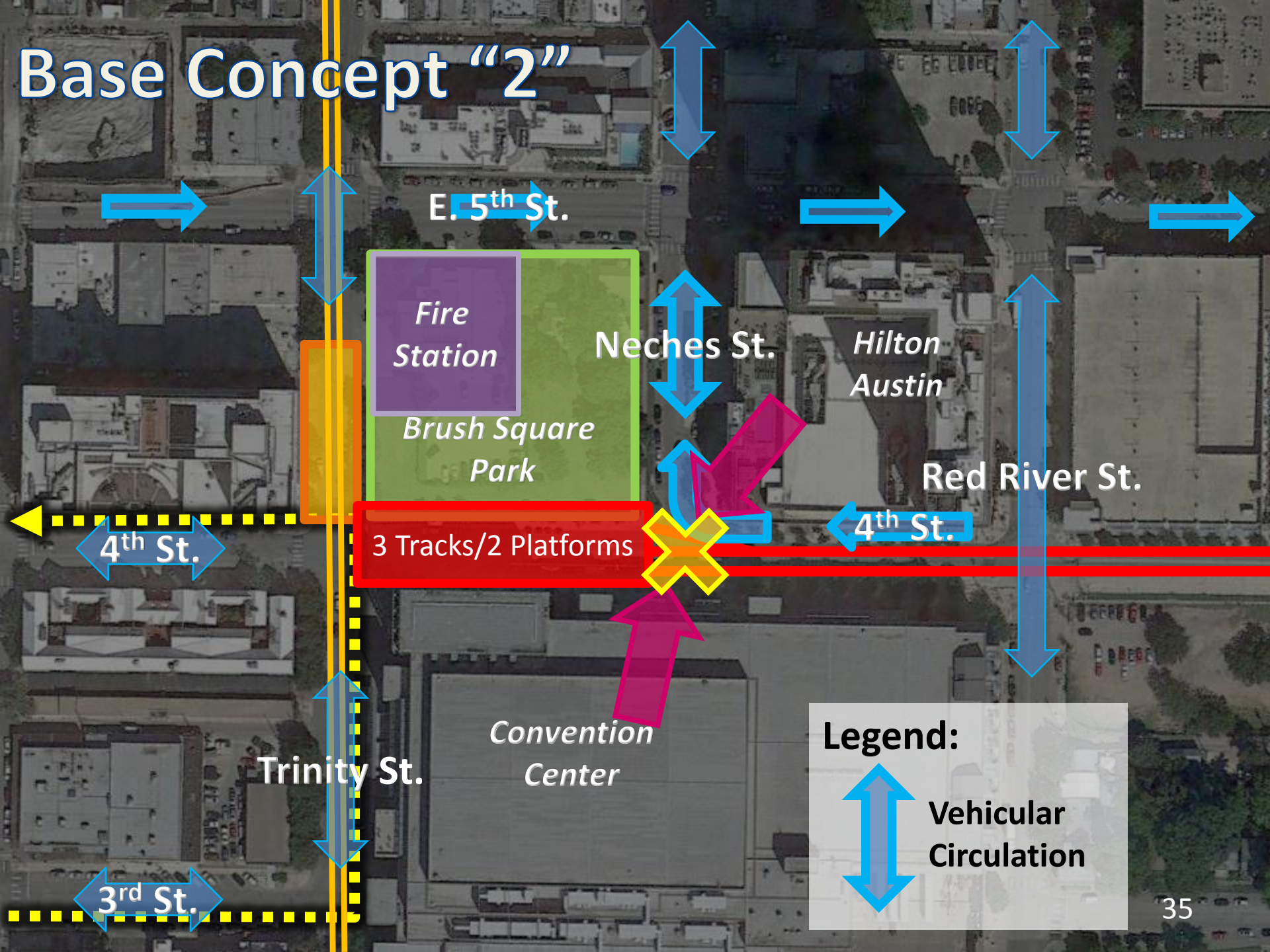
Stakeholder Updates: CC & Hilton



Base Concept "1"

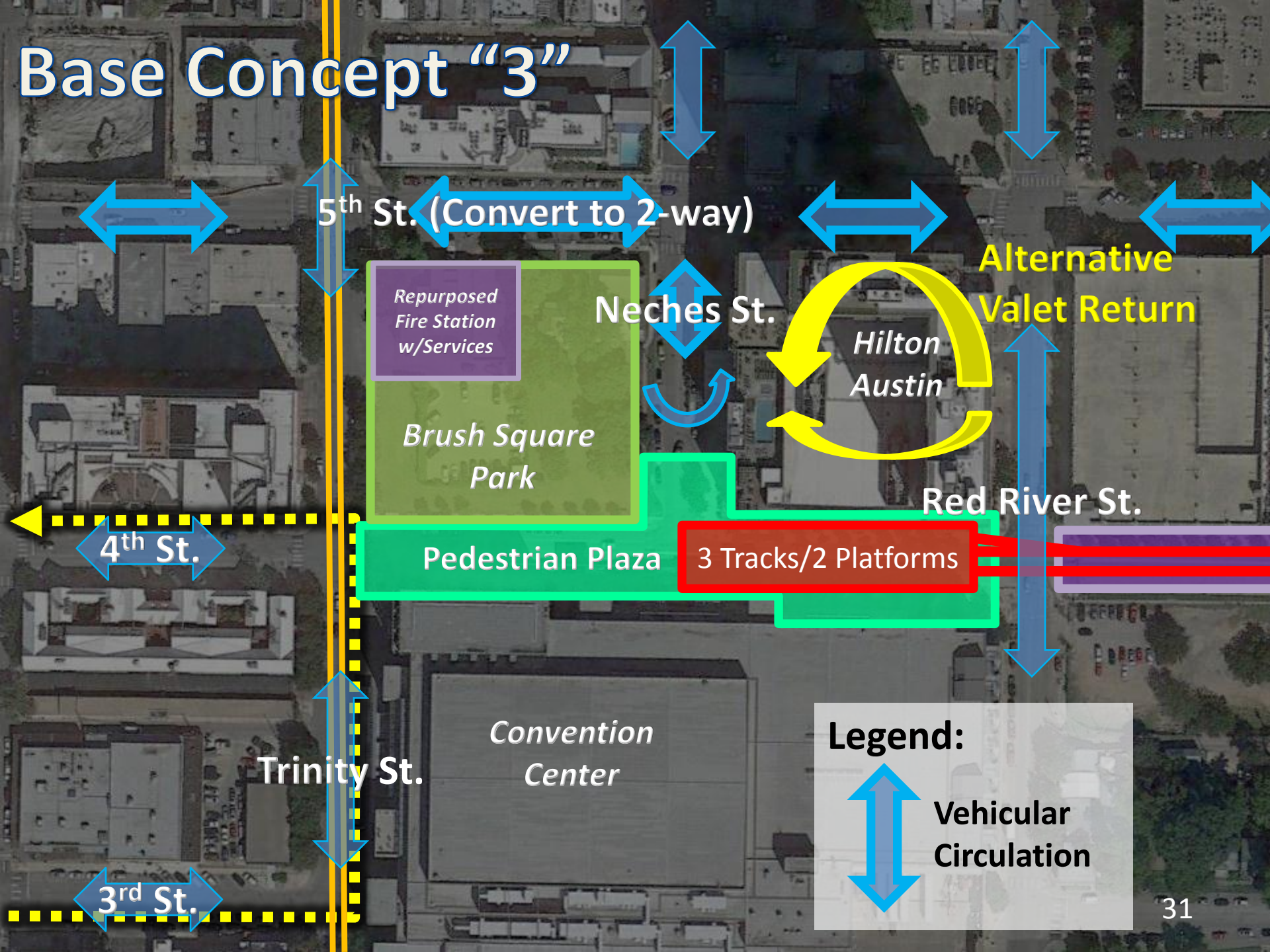


Base Concept "2"




	1	2	3	4	5
Criteria	How well does the solution meet criteria?	How well does the solution meet criteria?	How well does the solution meet criteria?	How well does the solution meet criteria?	How well does the solution meet criteria?
Capital Metro Operational Needs - 3 platform positions, 2 bus bays	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Capital Metro User Experience - ease of transfers, accessibility	☆	☆☆☆	☆☆☆☆	☆☆☆	☆
Top Constraints (from 5/23 workshop)					
Relocate AFD/EMS Function	☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆	☆
Presence of multimodal hub and consider future expansion	☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆	☆
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	☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Top Functions (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	☆☆☆☆	☆☆☆	☆☆☆	☆☆☆☆	☆☆☆☆☆
Other Stakeholder Needs					
Consider connector bridge concepts	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Allow for valet/parking circulation	☆☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆☆
Maintain pedestrian crossings of 4th Street	☆☆☆	☆☆☆	☆☆☆☆☆	☆☆☆☆	☆☆☆☆
Maintain Red River service access and circulation	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Maintain CC & Hilton ingress/egress	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Maintain recently added event space along 4th Street	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆
Noise/vibration between CC & Hilton	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆	☆☆☆☆☆
Consider ongoing operations & maintenance funding for park/plaza	☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆
Maintain Car2Go car sharing operations	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆
Maintain B-Cycle bike sharing operations	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆☆	☆☆☆☆

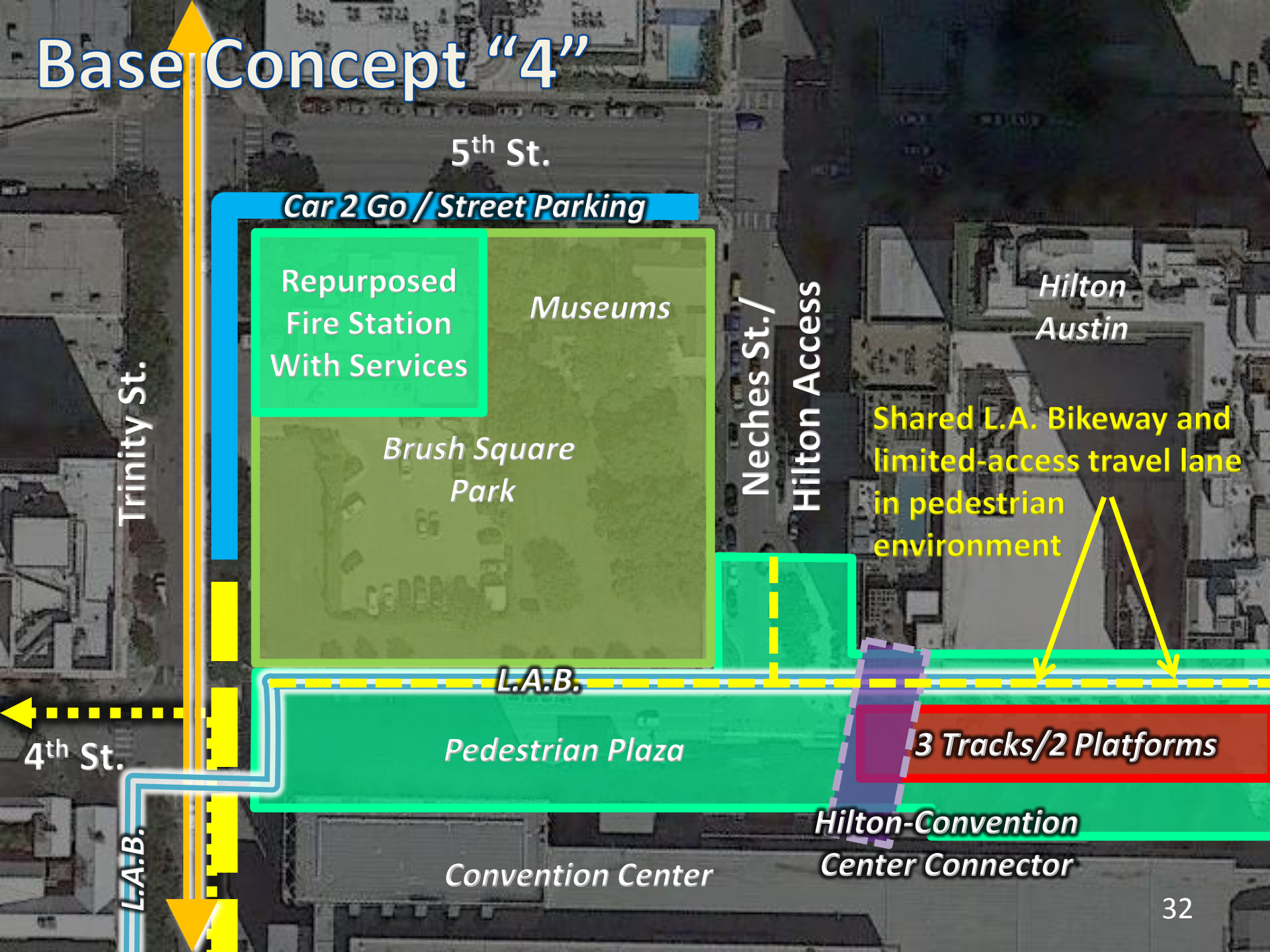
Base Concept "3"



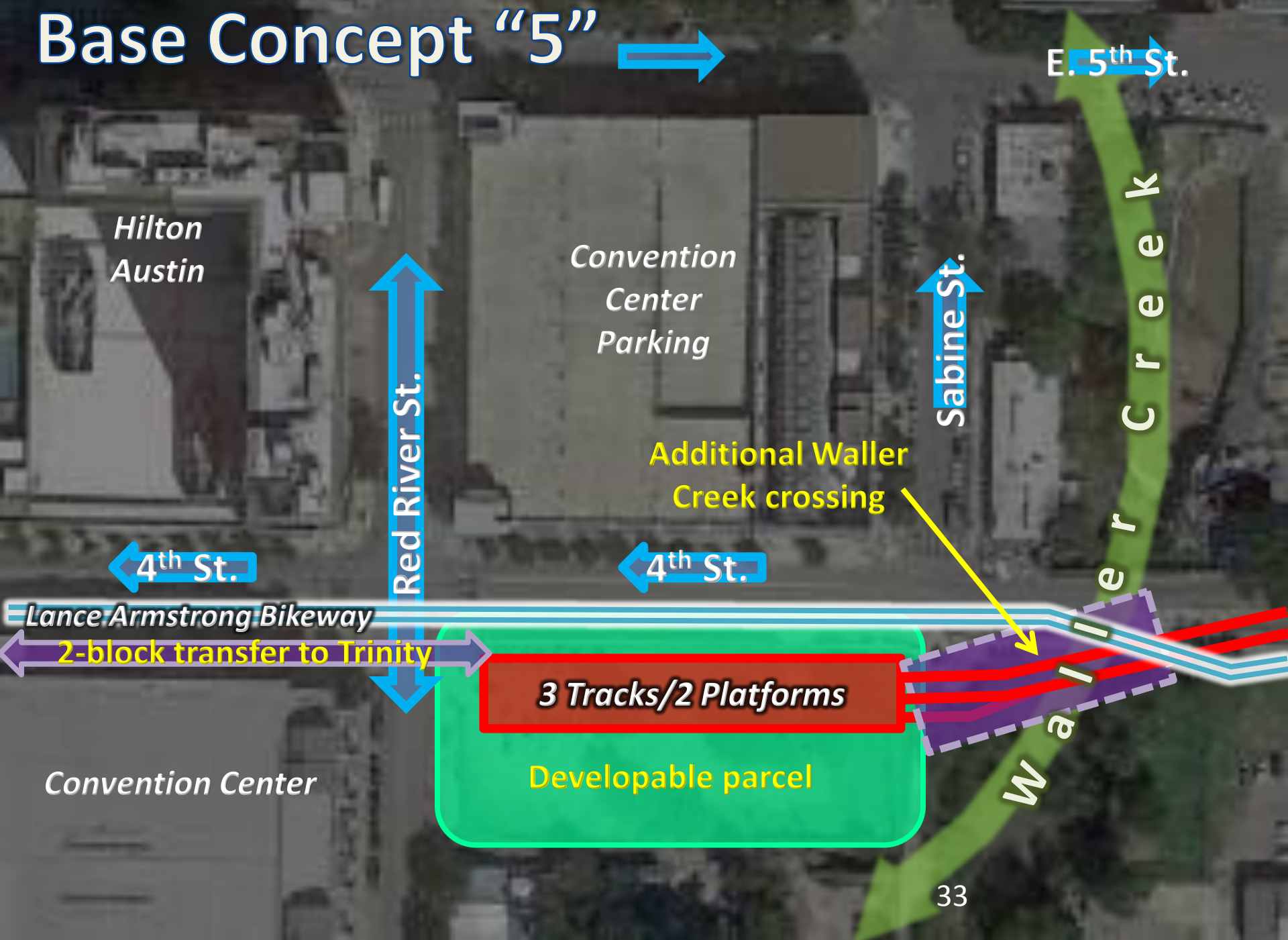
Legend:

 Vehicular Circulation

Base Concept "4"



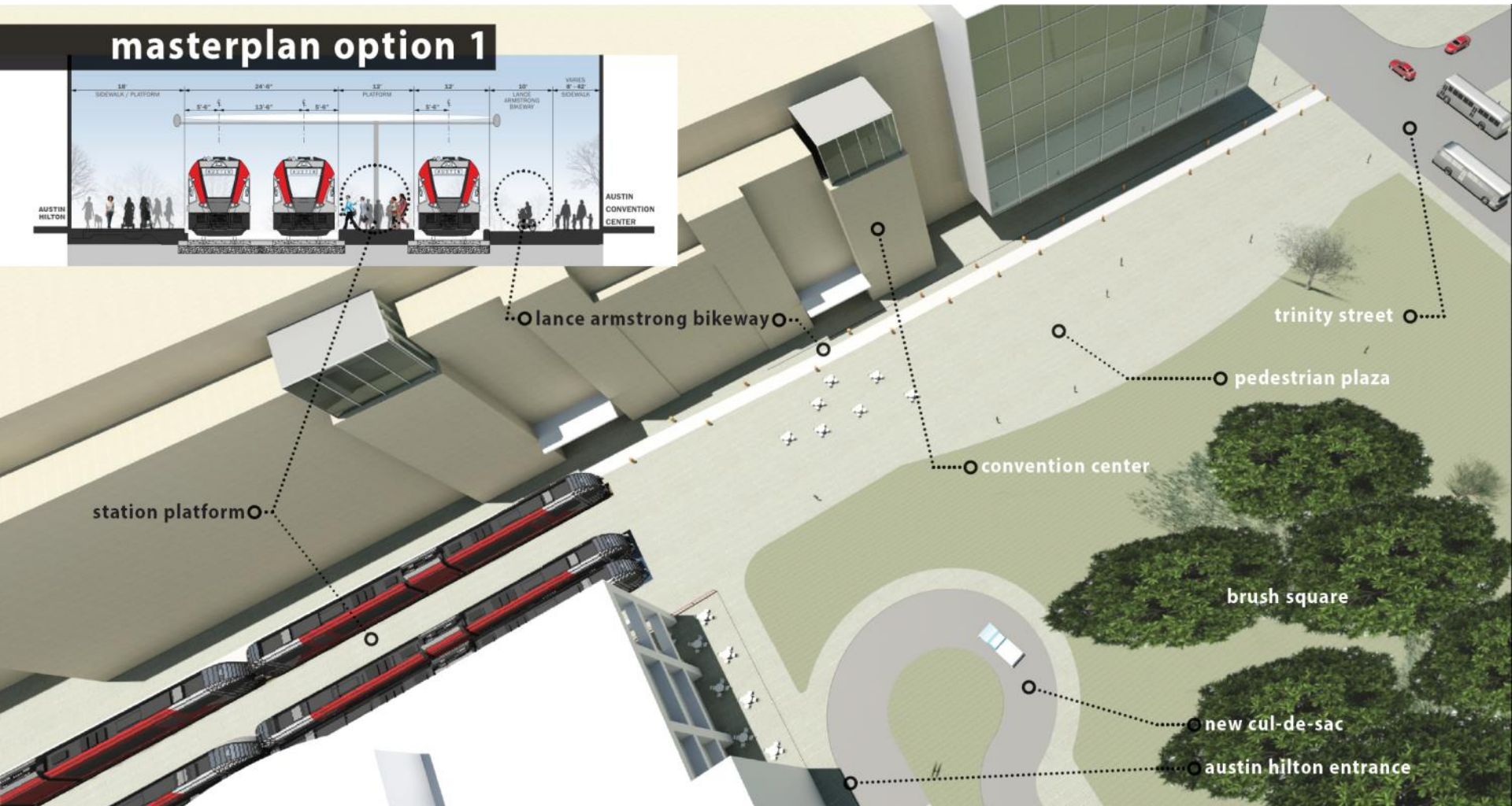
Base Concept "5" →



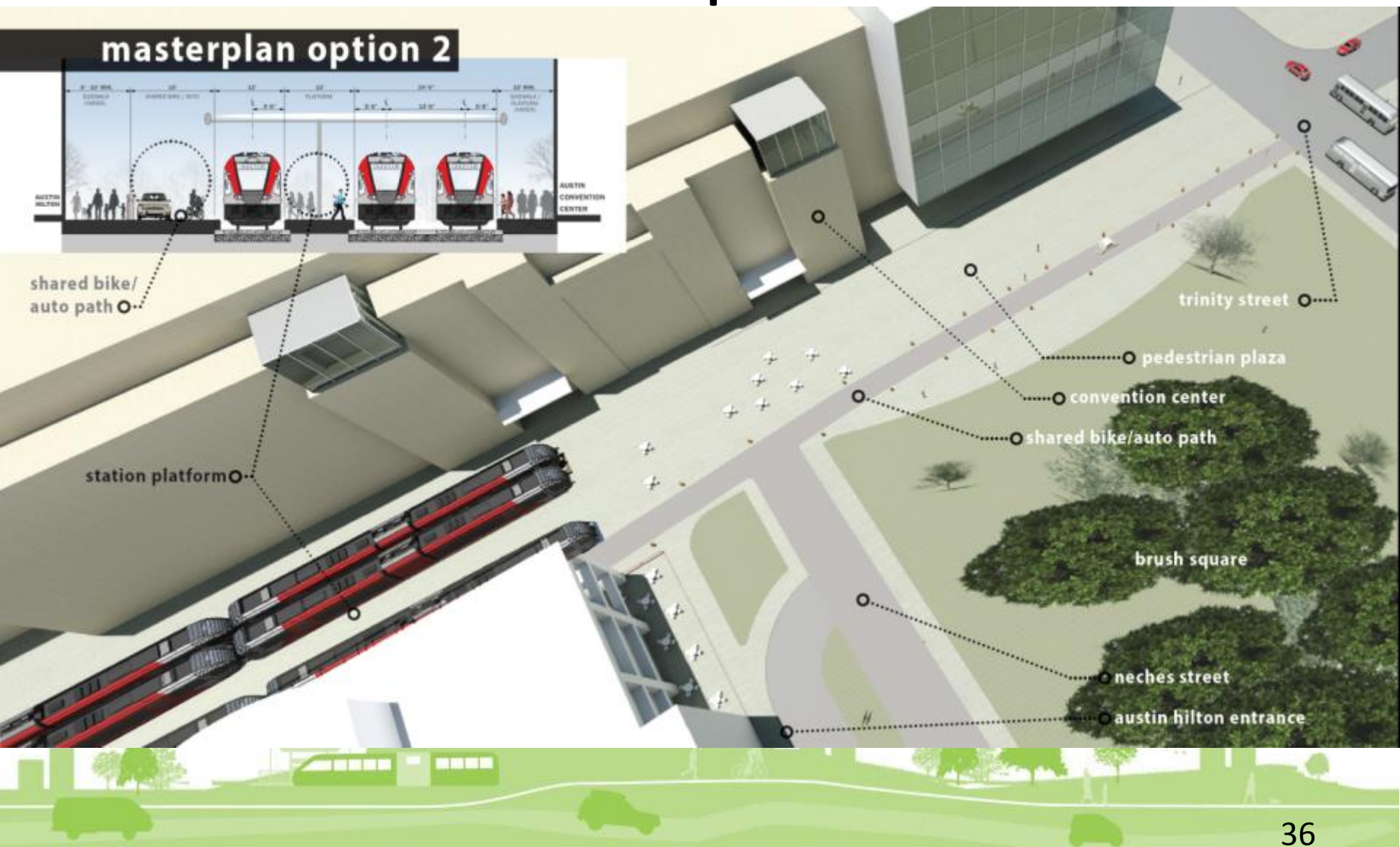
*Elements of Concepts 3 and 4
address the stakeholder-defined
criteria best and will be
advanced to the next phase*



Concept "3"



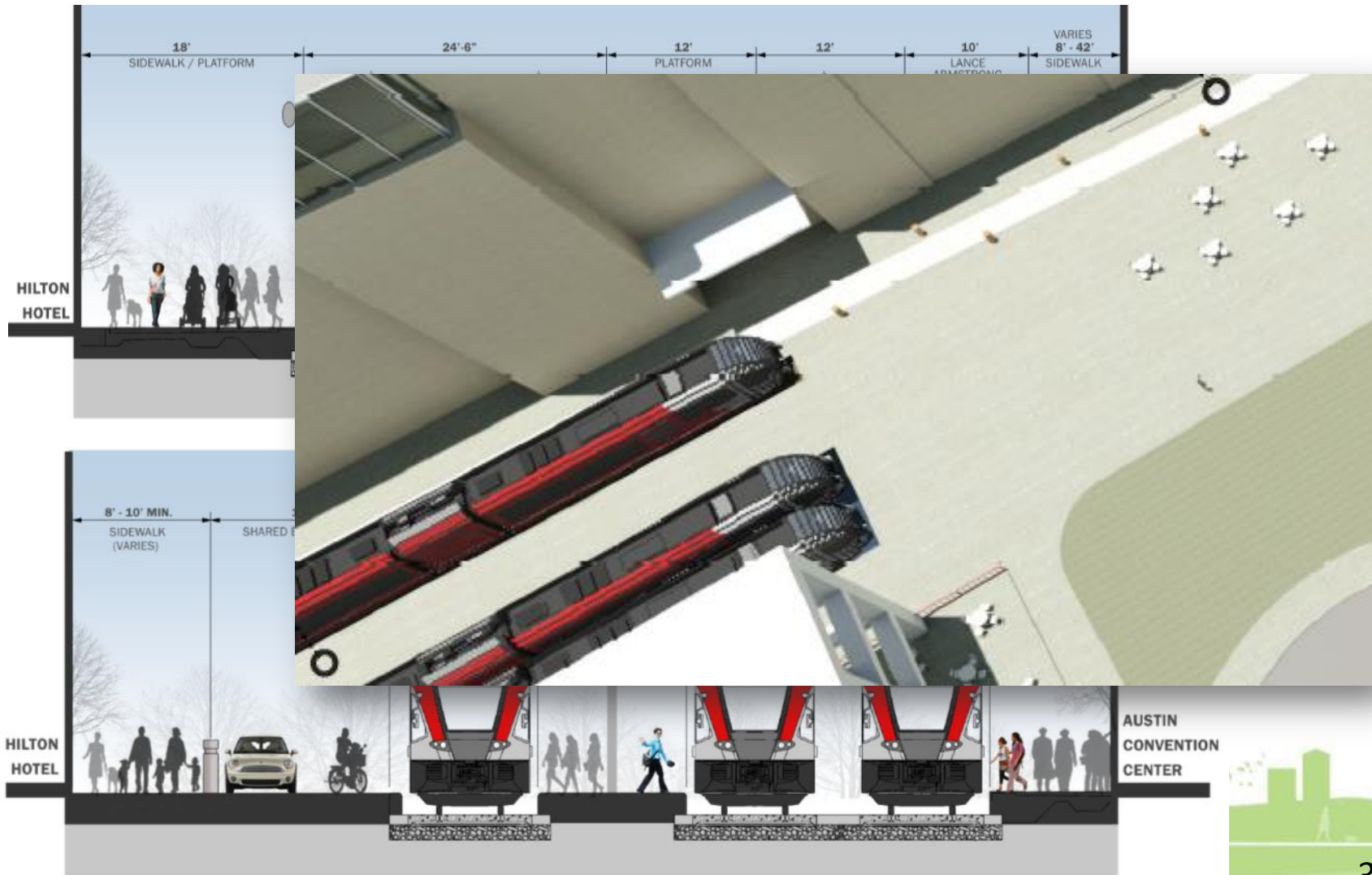
Concept "4"



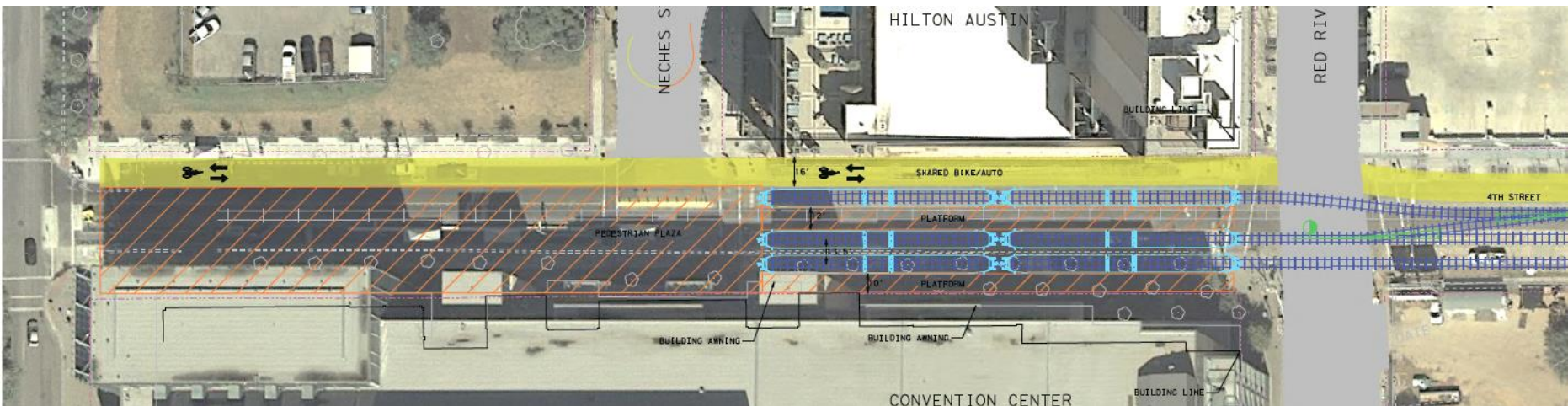
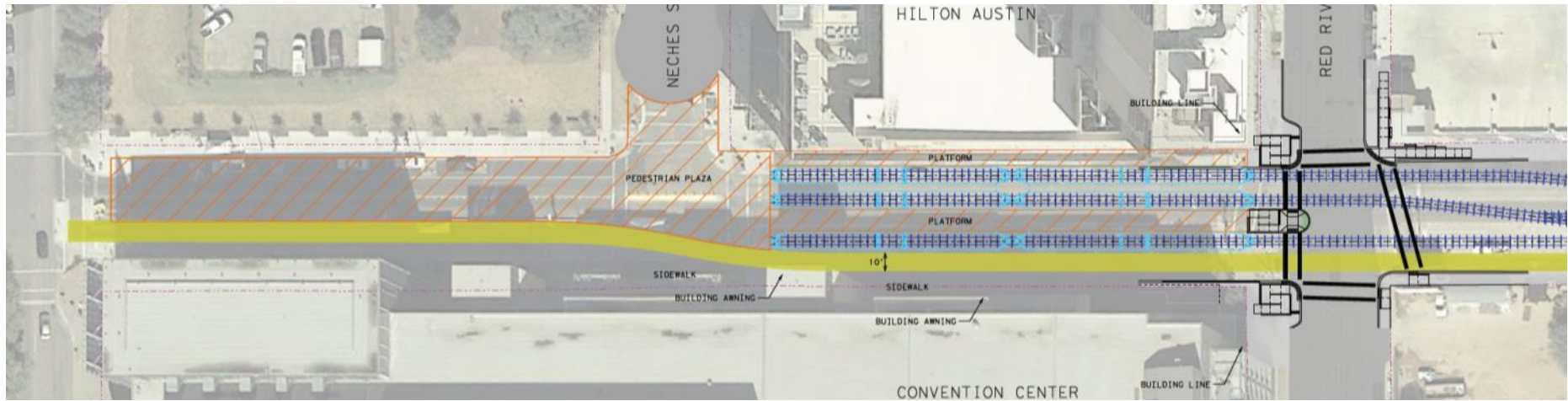
DESIGN CONSIDERATIONS



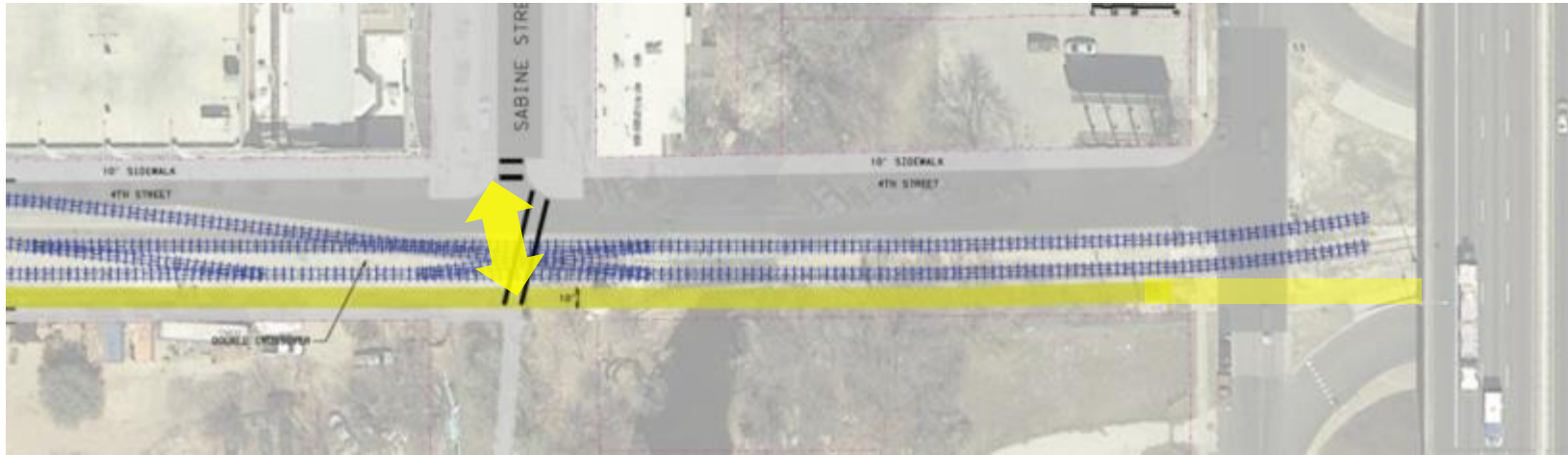
Details – Lowering tracks



Details



Details



Details – Waller Creek & Sabine

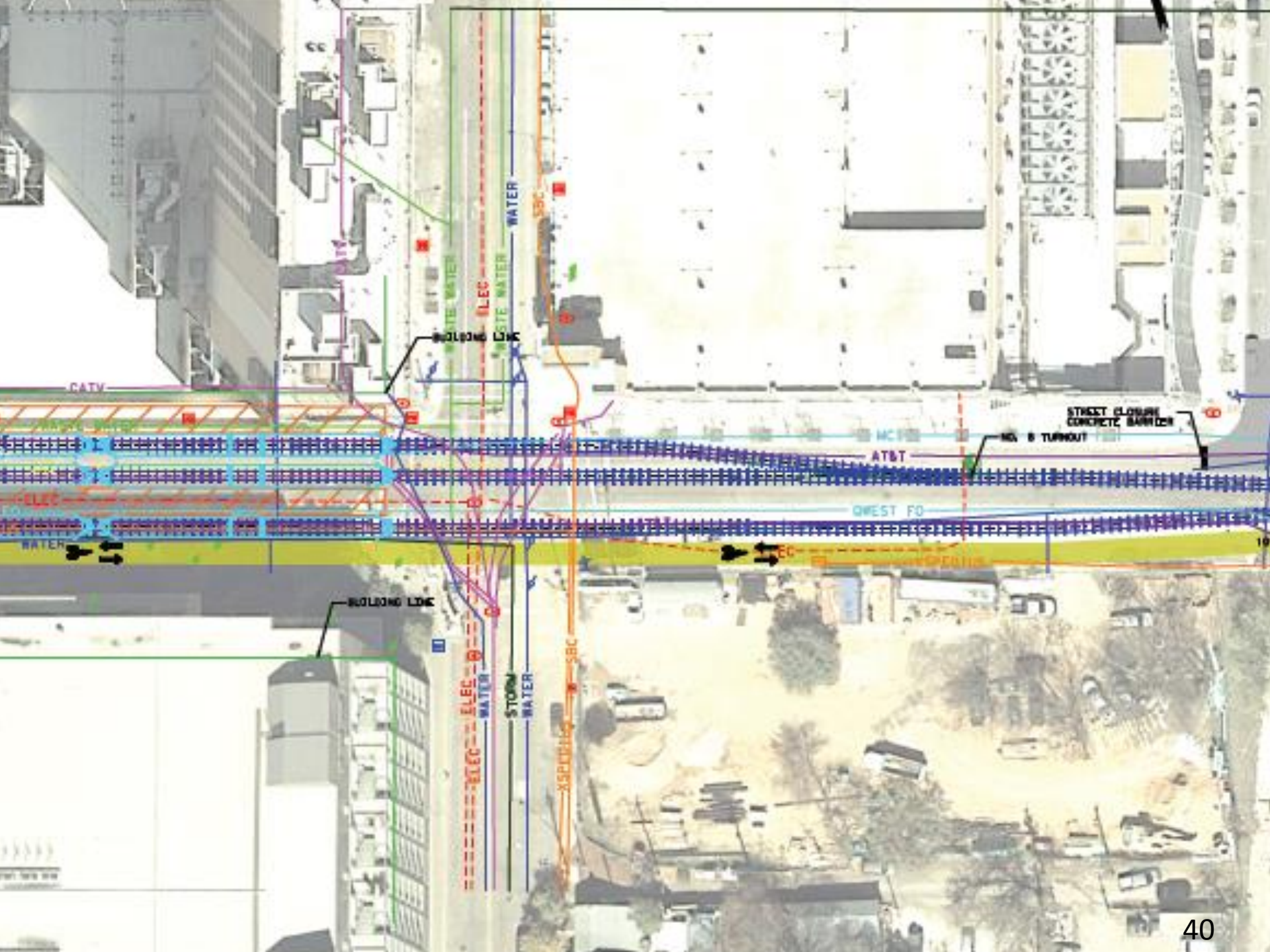
- Existing rail bridge can remain as part of a phased approach
- R/W width is sufficient to add new bridge for 2nd track, roadway lane, and sidewalk
- Future phase of work could replace old rail bridge and L.A.B. bridge
- Sabine/4th Rail-Trail crossing practice warning devices



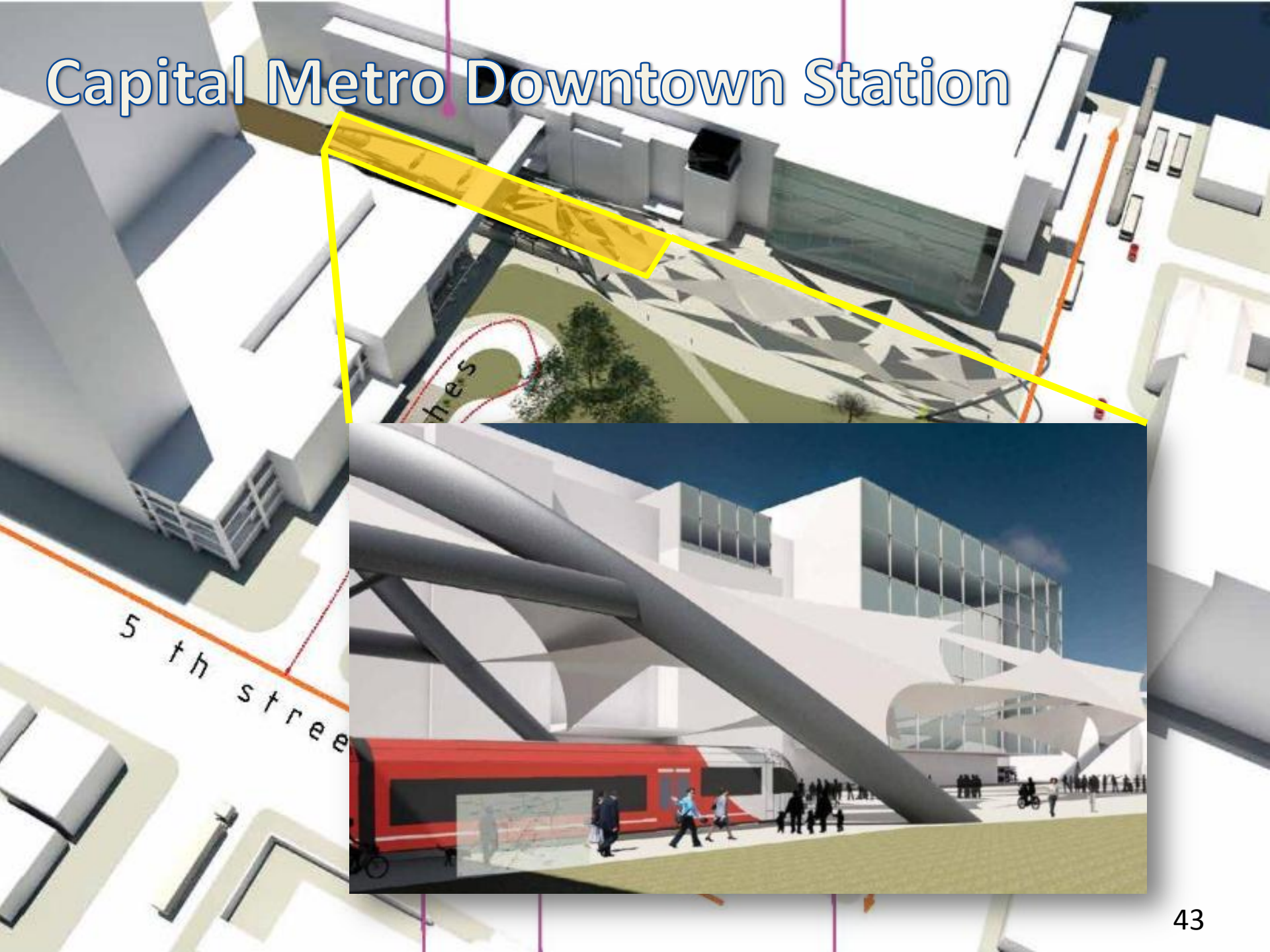
Details - Utilities

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

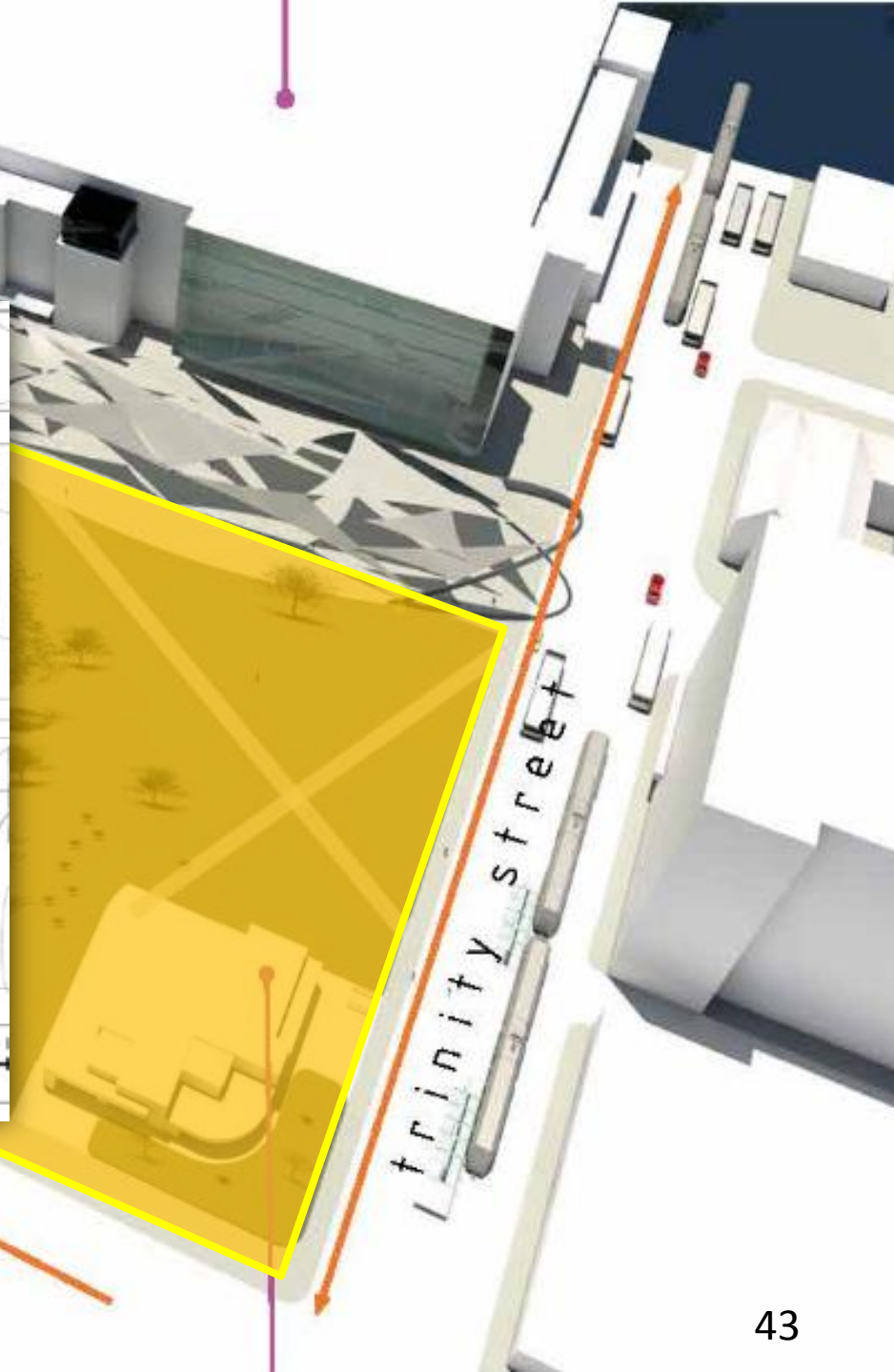




Capital Metro Downtown Station



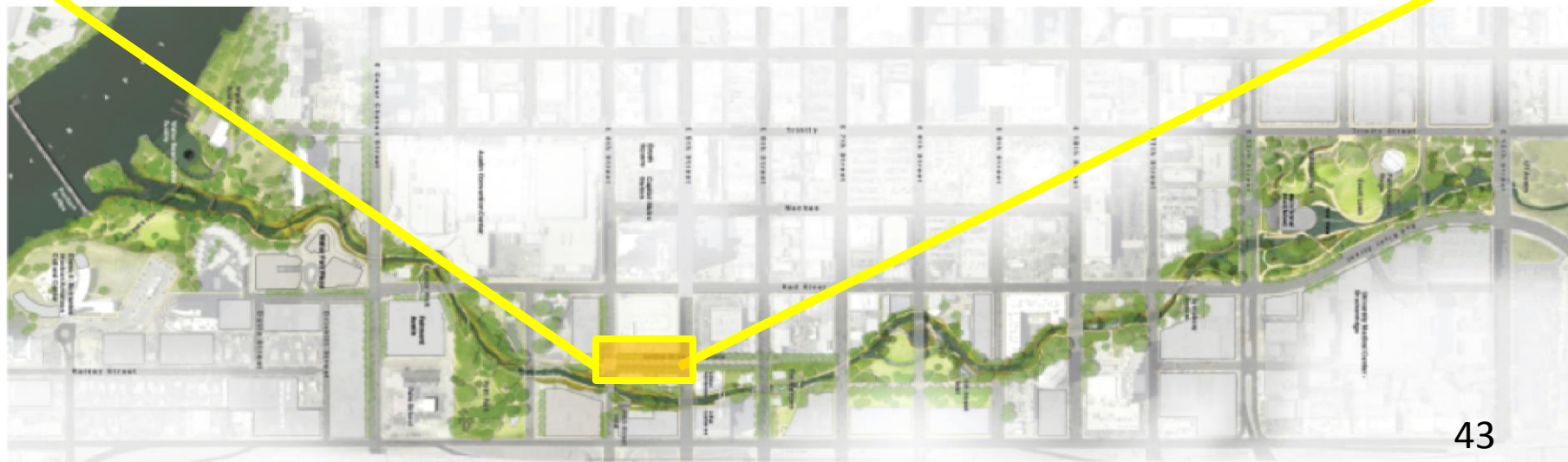
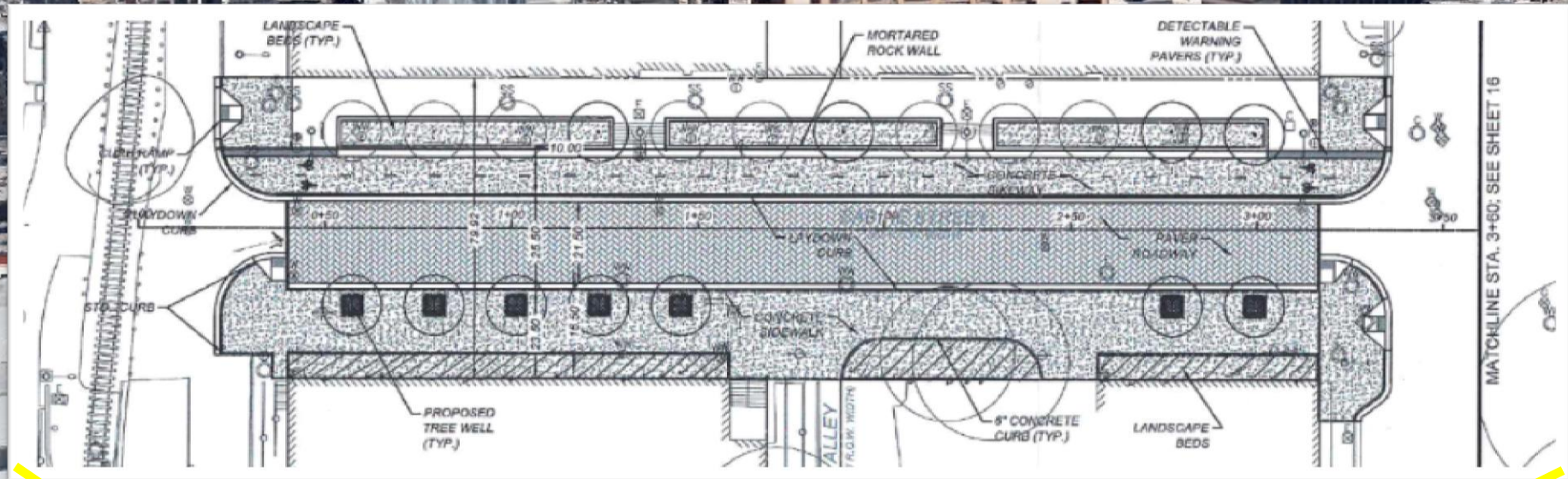
Brush Square



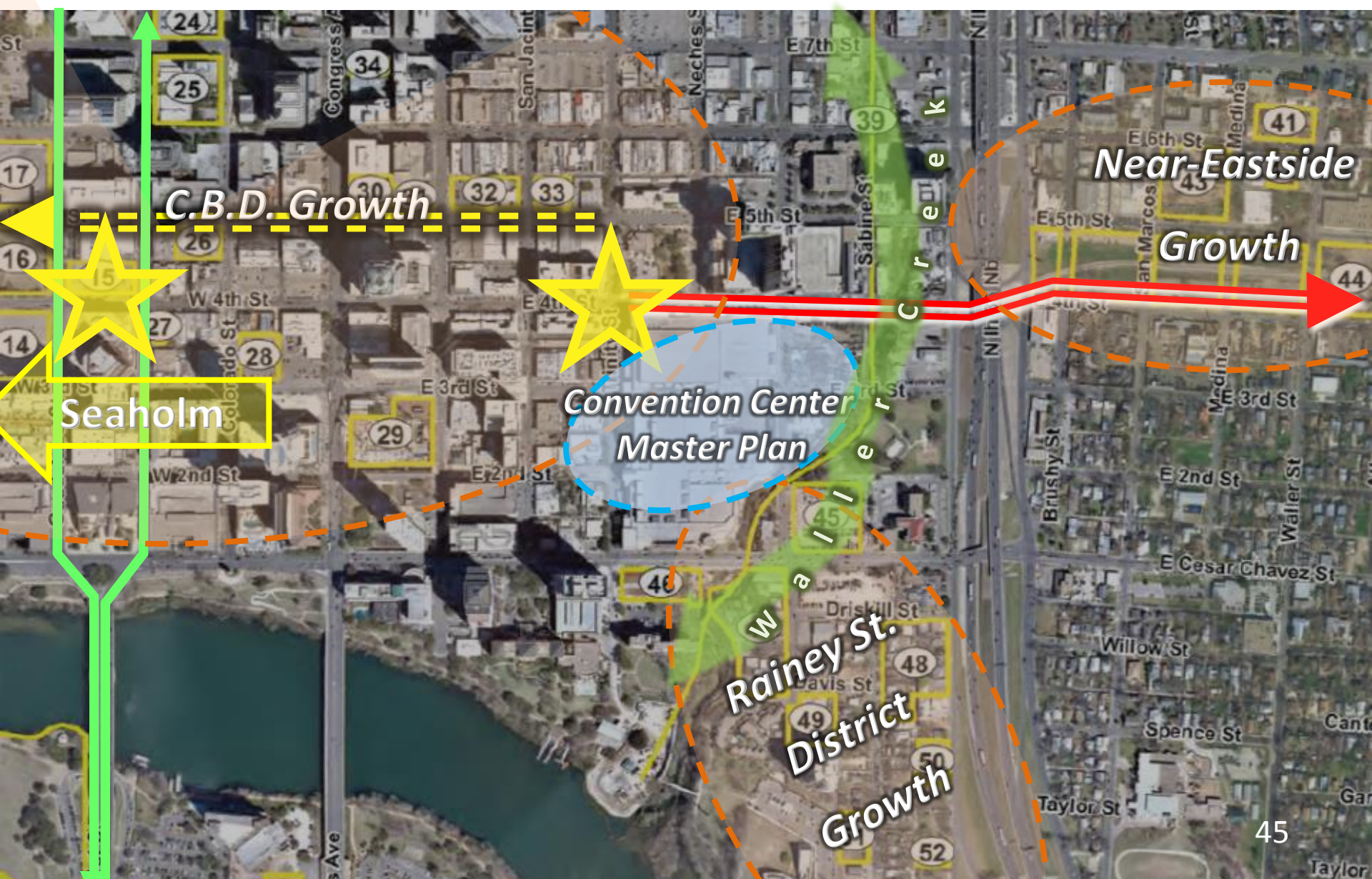
Hilton-Convention Center Connector



Sabine St. Promenade



Our urban fabric... the vision

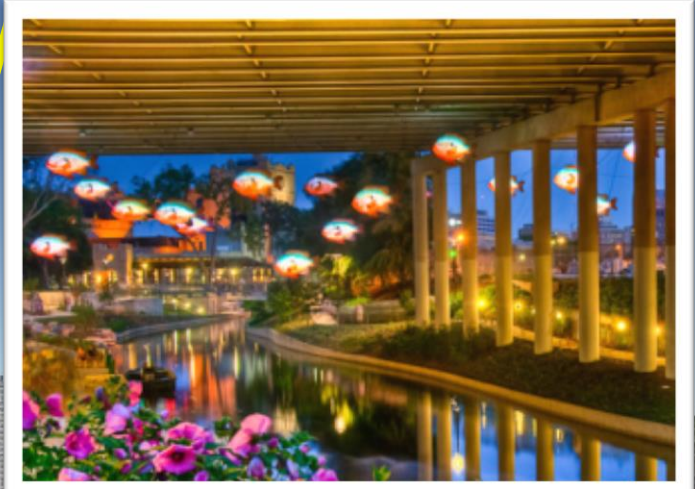




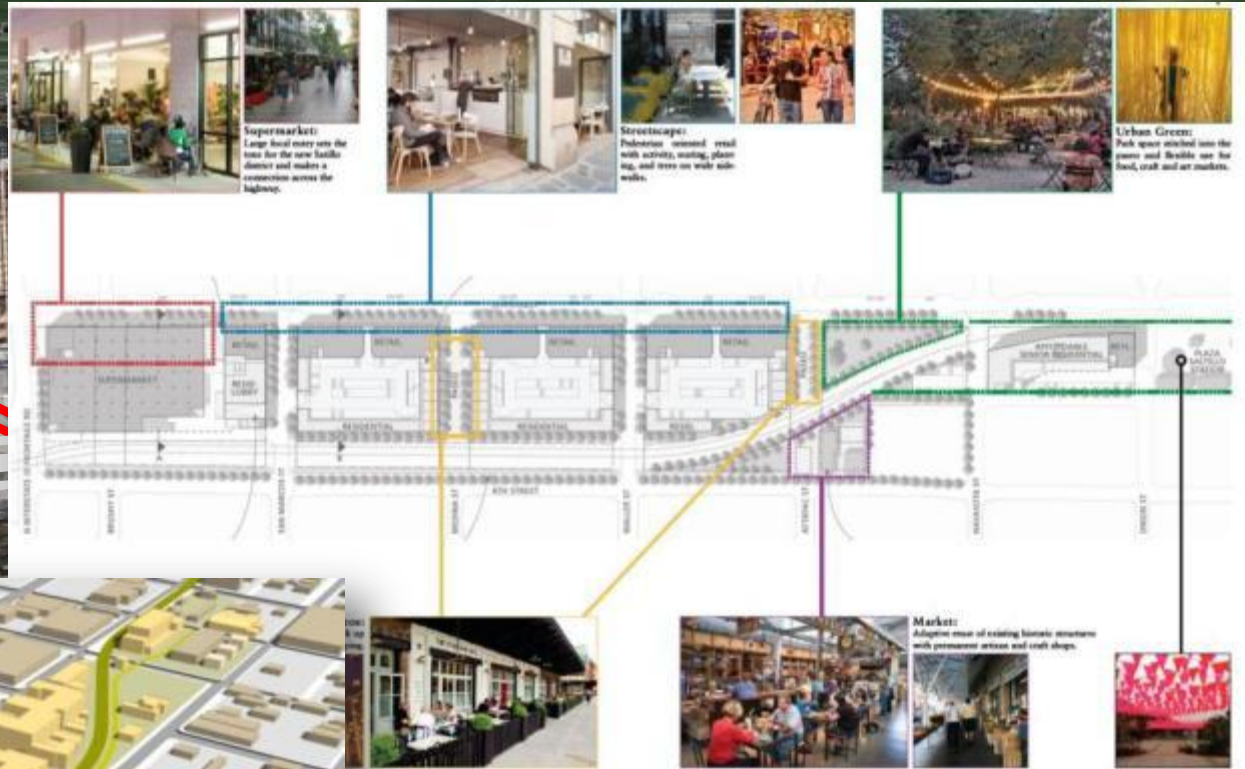
Waller Creek



Reconnecting East to West

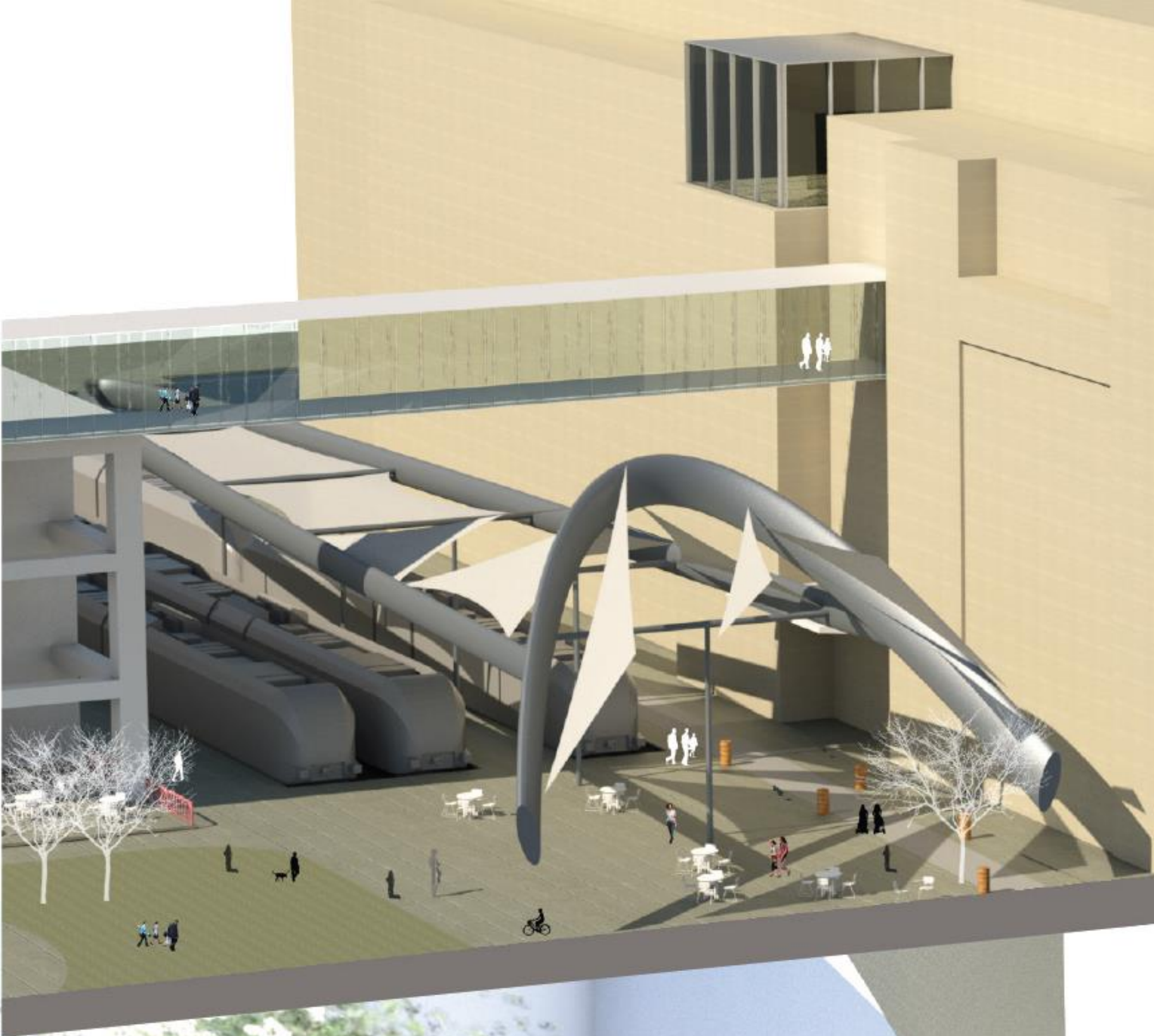


Plaza Saltillo





section 3d masterplan option-2



section 3d masterplan option-1


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



Implementation Timeline

PC - MetroRail / Downtown Station - Gateway Initiative

Preliminary Time Line & Expenditures

2014			2015				2016				2017				2018		
Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3	Q4	Q1	Q2	Q3
																	
10 % Project Definition - 197 K																	
		30 K															
		Public Outreach - 30 K															
		10 K	90 K														
		A&E / Procurement - 10 k															
		(Design Competition) - 90 K															
			40 K	40 K													
			Environmental Review (CE) - 80 K														
			Public Outreach - 30 K														
			100 K	300 K	600 K	700 K	800 K	300 K									
			Final Design - 2.8 M														
										2 M	3 M	3.5 M	4.5 M	4.5 M			
										Station Construction - 22.2 M							
										1 M	2 M	2.5 M	3 M	2 M			
										Transit Plaza - Place Making							
													600 K	600 K			

March/April - 2018






Thank you!

