



Capital Metro Downtown Multimodal Station

Project Briefing

June 2016



Transit “Primer”



http://images2.corriereobjects.it/methode_image/2015/08/11/Scienze/Foto%20Scienze/mondoautoOK.gif?v=201508111110

Peak Hour Service Capacity



Today

Red Line

~200 pass./train



2018

Red Line with Downtown
Station & passing tracks

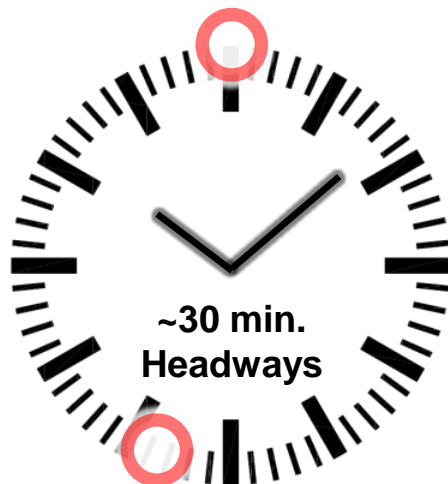
~200 pass./train



Long-Range

Red Line & Future
extensions

~400 pass./train



**<400 people/
peak hour
(one way)**

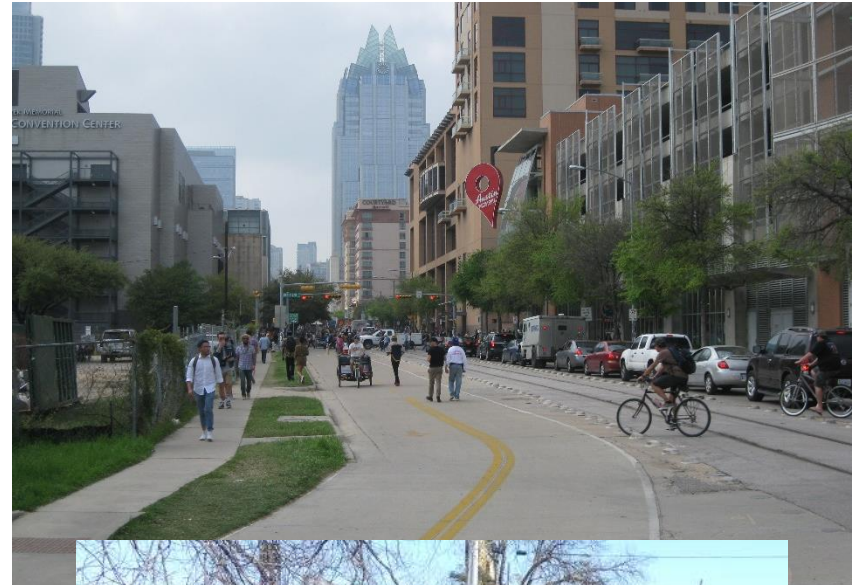


**~800 people/
peak hour
(one way)**

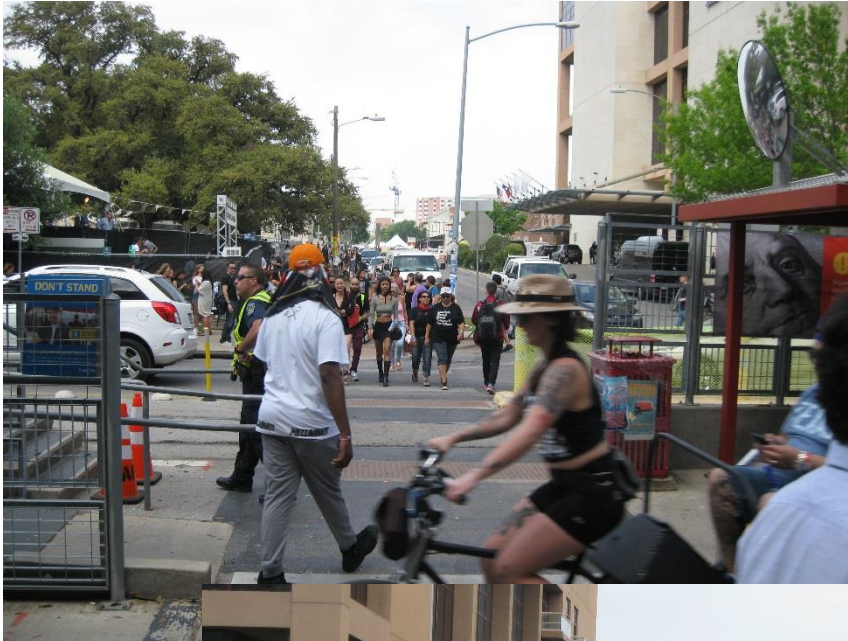


**~4800 people/
peak hour
(one way)**

Existing Challenges



Existing Challenges



Project Goals & Objectives

1

Address near- and long- term MetroRail operational needs

- 5-minute terminal arrival / departure headway
- Platforms to accommodate longer 2-vehicle consists

2

Address existing safety issues and modal conflicts (pedestrian, bicycle, transit, auto)

- Growth of various modes are not compatible in constrained space

3

Accommodate future multimodal needs

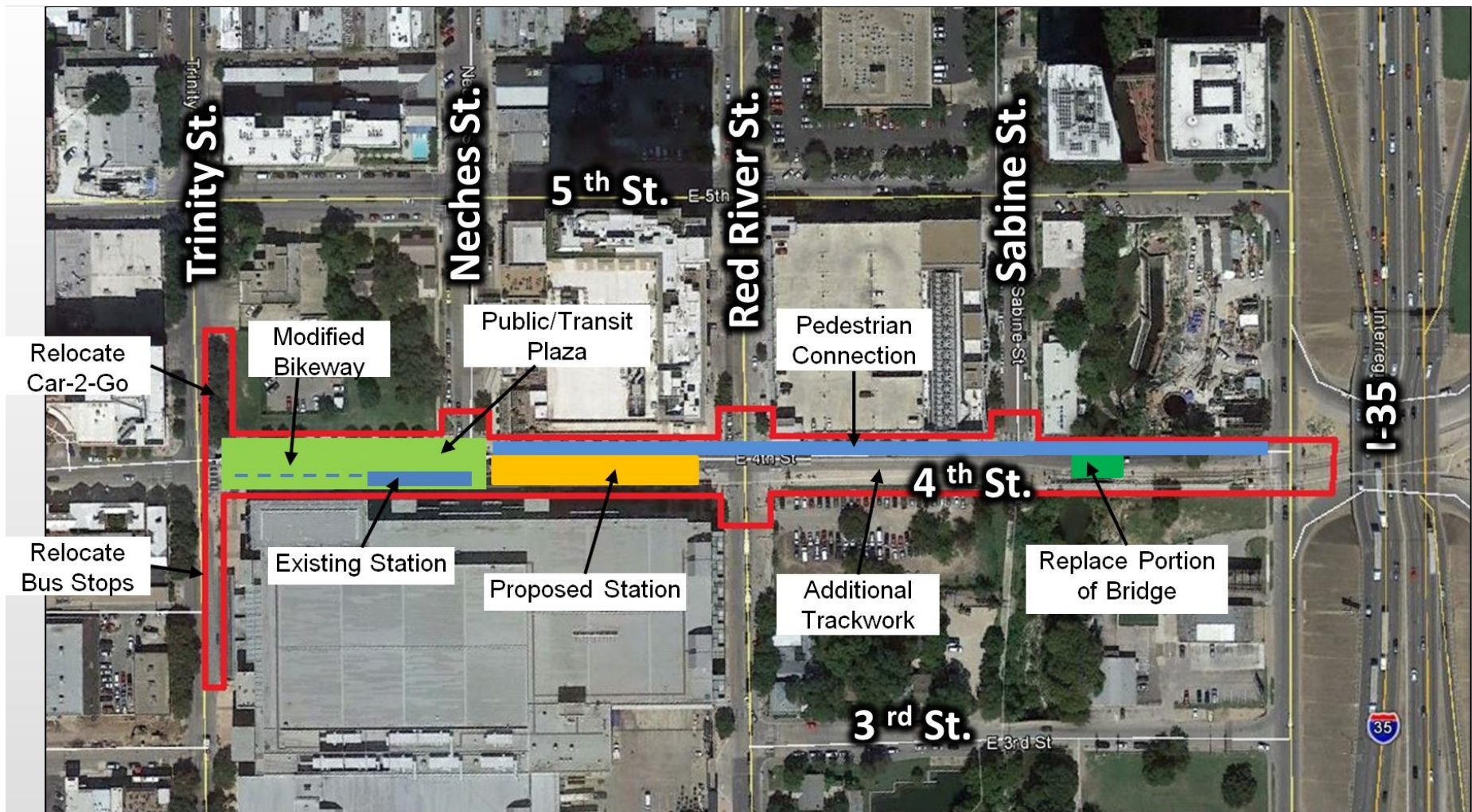
- Additional rail and local circulator routes

4

Improve aesthetics and compatibility with urban context

- Great Streets principles
- Urban aesthetics

Project Boundary & Elements





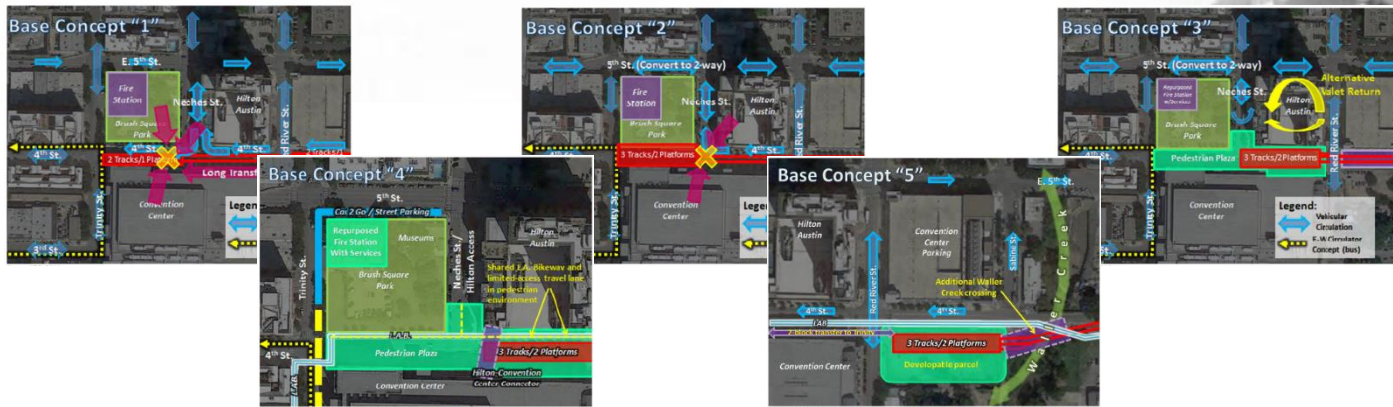
Concept Evaluation

Downtown Multimodal Station



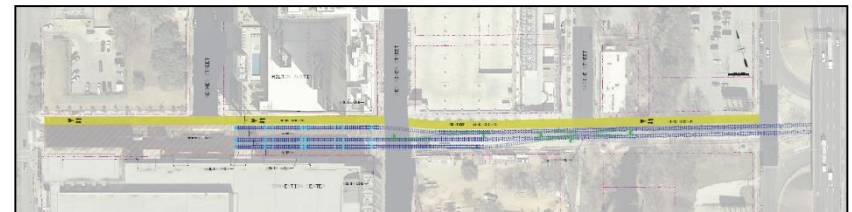
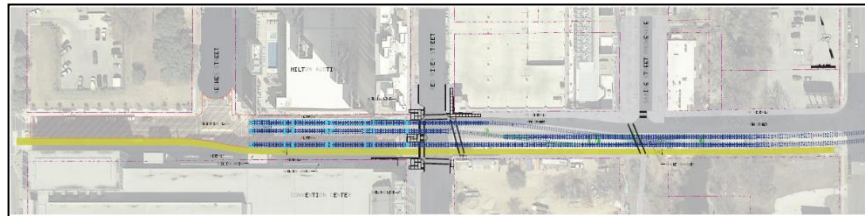
Project History

2014

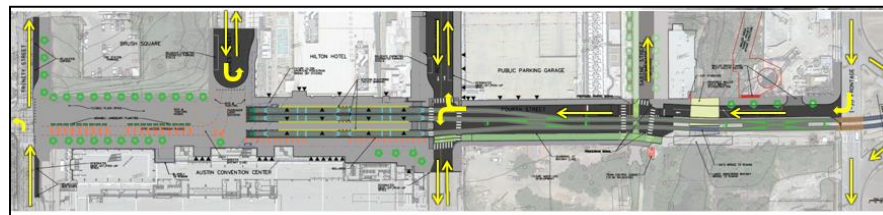


ORAIL Texas Department of Transportation

2015



Today



Downtown Station Stakeholders



- Austin Transportation Department
- Austin Fire Department, Police Department and EMS
- Austin Convention Center
- Austin Energy
- Austin Water Utility
- Hilton Austin
- City of Austin Economic Development
- City of Austin Parks and Recreation
- City of Austin Public Works
- City of Austin Real Estate
- City of Austin Special Events
- City of Austin Urban Design / Great Streets
- City of Austin Watershed Protection
- Development Services Department
- Downtown Austin Alliance
- Homeland Security & Emergency Management
- TxDOT
- Waller Creek Conservancy
- Private Entities
- General Public



Public & Stakeholder Outreach



- ✓ 5/23/14 – Stakeholder Workshop #1
- ✓ 7/25/14 – Stakeholder Workshop #2
- ✓ 11/14/14 – Stakeholder Workshop #3
- ✓ 1/31/15 – Public Workshop
- ✓ 8/27/15 – “Pop-Up” Open House
- ✓ 9/28/15 – “Pop-Up” Open House
- ✓ 10/5/15 – “Pop-Up” Open House
- ✓ 10/8/15 – Public Open House
- ✓ 12/9/15 - Stakeholder Workshop
- ✓ 12/11/15 – Public Workshop

Project Context

1 TxDOT's I35 Mobility




"Modified Existing" Concept
(at Cesar Chavez)

"Fully Depressed" Concept
(at Cesar Chavez)

Source: 2007 Mobility 30 District Area Corridor Implementation Plan (2014)

2 Hilton Valet Circulation

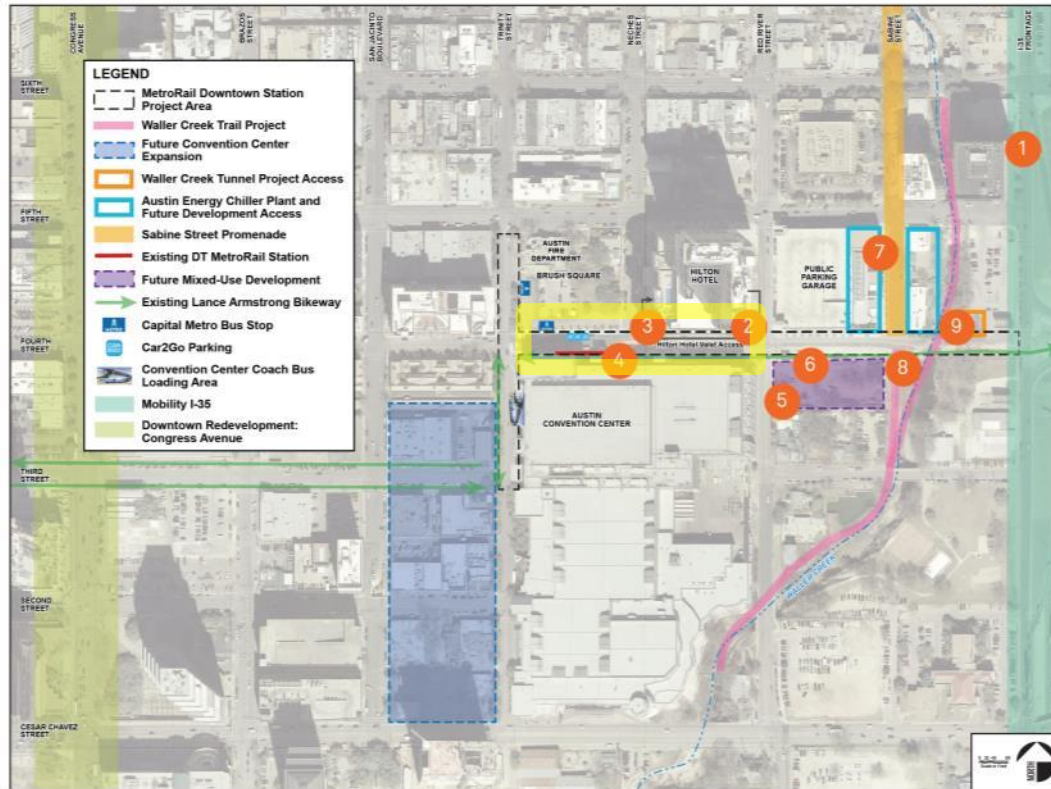


3 Hilton Overhead Bridge Connector



Concept 1

Concept 2




4 Multimodal Compatibility Needs



5 Future Private Development



6 Lance Armstrong Bikeway (4th St)



9 Adjacent Project Access Needs (4th St)



A: Vehicular Access

B: Tunnel Shaft

C: Waller Creek Hike & Bike Trail

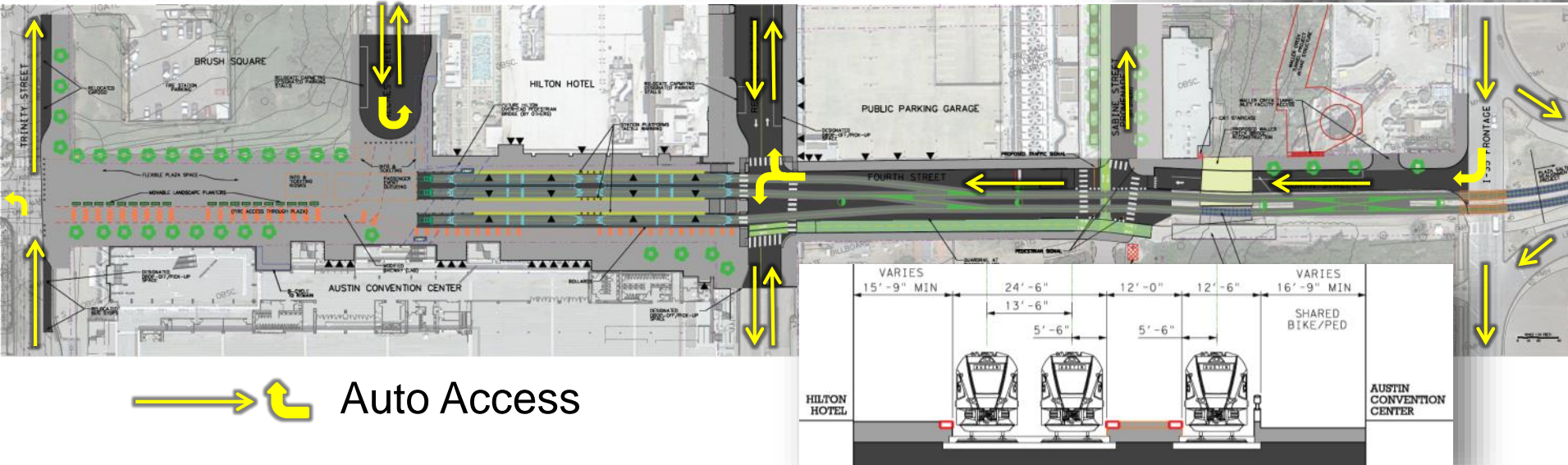
8 Waller Creek Trail



7 Sabine Street Promenade



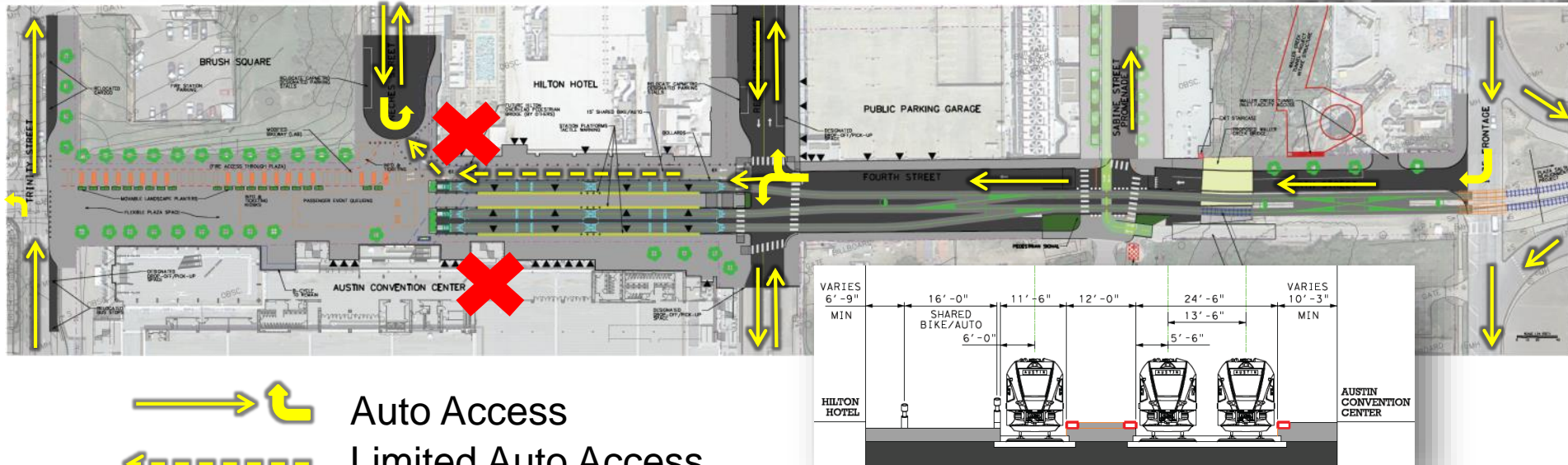
Station Concept 1 (Selected)



- 3 platform positions that accommodate (future) 2-car consists
- **Restrict auto access** on 4th St (between Red River and Trinity)
- Public plaza accommodates platform queuing (Neches to Trinity)
- Lance Armstrong Bikeway (modified for enhanced safety and awareness through platform/plaza area)

Station Concept 2 (not selected)

(Capital Metro is no longer pursuing this concept)



- 3 platform positions that accommodate (future) 2-car consists
- **Shared-use auto/bicycle access** on 4th St (Sabine to Neches)
- Public plaza accommodates platform queuing (Neches to Trinity)
- Lance Armstrong Bikeway (relocated)

- ✗ Station platforms prevent emergency vehicles from accessing convention center
- ✗ Relocated bikeway in conflict with 4th Street auto traffic

Special Report

Capital Metro: Downtown Multimodal Station

Technical Assistance Panel | February 10-11, 2016

A ULI Technical Assistance Panel



Technical Assistance Panel
CapMetro Downtown Station
Winter 2016

EXECUTIVE SUMMARY

ULI Austin completed a two-day review of the plans for the replacement of the temporary Downtown MetroRail Station with the more permanent Downtown Multimodal Station as presented in the CMTA Downtown Multimodal Station Stakeholder Briefing and the DMS Plan. A tour of the site, extensive interviews with stakeholders, reviews with CMTA staff and consultants were completed. To support the Panel's analysis and recommendations, portions of the briefing and final briefing are restated in this Special Report.

The replacement of the temporary Downtown MetroRail Station with the Downtown Multimodal Station offers an exciting opportunity to create a singular "Marquee" experience for Austin residents and visitors alike. An effective station gives the impression of a city that is constantly on the move while still mindful of its unique heritage. Often functioning as a confluence of regional transportation modes, a Gateway encourages creative and diverse land uses. It helps develop a sense of place and to "brand" a community identity that defies the "cookie cutter" monotony of so much of the contemporary cityscape.

Summary of Major Recommendations and Conclusions

1. Improve pedestrian safety with modifications to the Lance Armstrong Bikeway.
2. Create a "Marquee" experience (in coordination with enhancement of City of Austin owned Brush Square) with distinctive design elements and a range of amenities within the Pedestrian Plaza.
3. Investigate potential access and traffic issues resulting from the project.
4. Maintain open communication about the project with the public.

Summary of Recommendations Outside of Scope

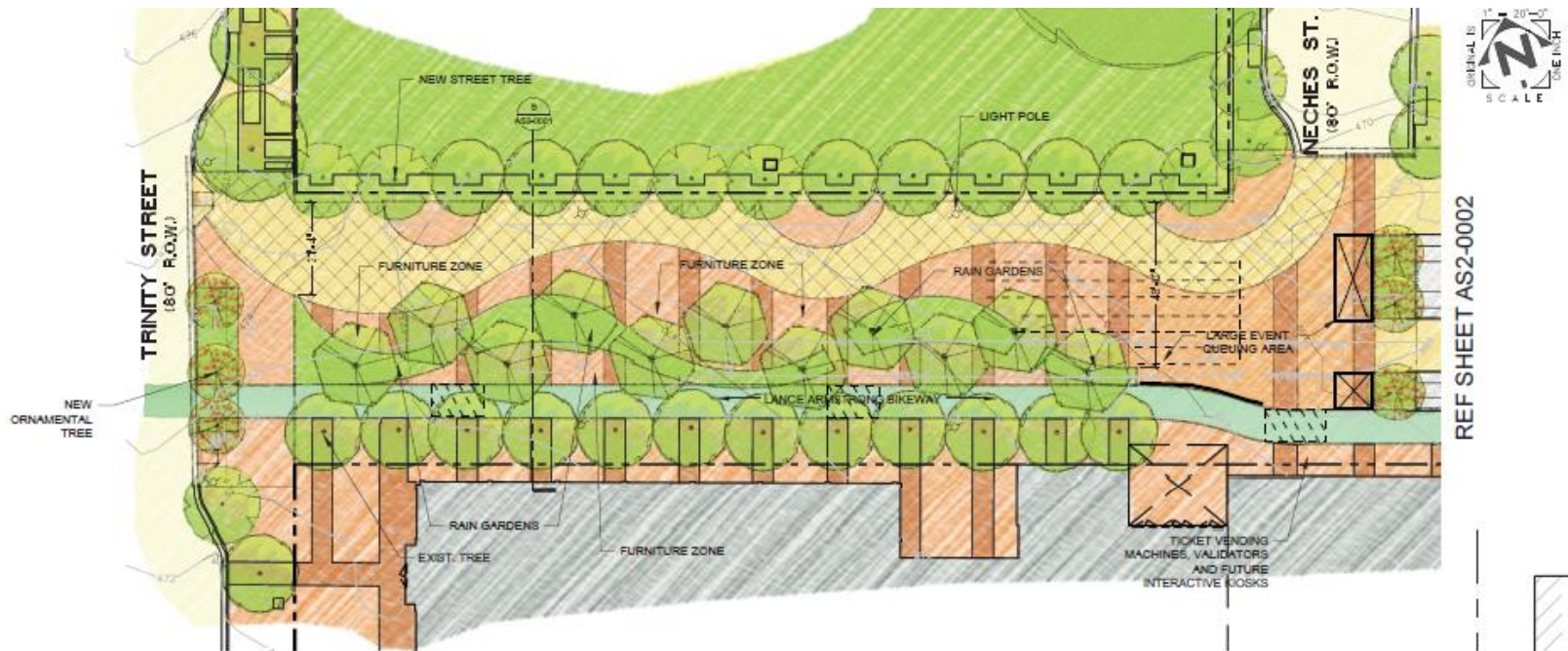
In addition, the Panel also made recommendations outside of the scope for this TAP in the interest of long term use and adaptation of a new, more permanent Station.

- Determine the City of Austin lead who will champion the development of this area.
- 5th Street needs to become a two-way street for automobile traffic.
- Advocate for enhanced collaboration with adjacent properties

The findings and recommendations provided in this report are based on the collective expertise of the panel, along with the provided briefing materials, and information gleaned from the tour, stakeholder interviews, and discussions conducted during the panel's two-day effort.

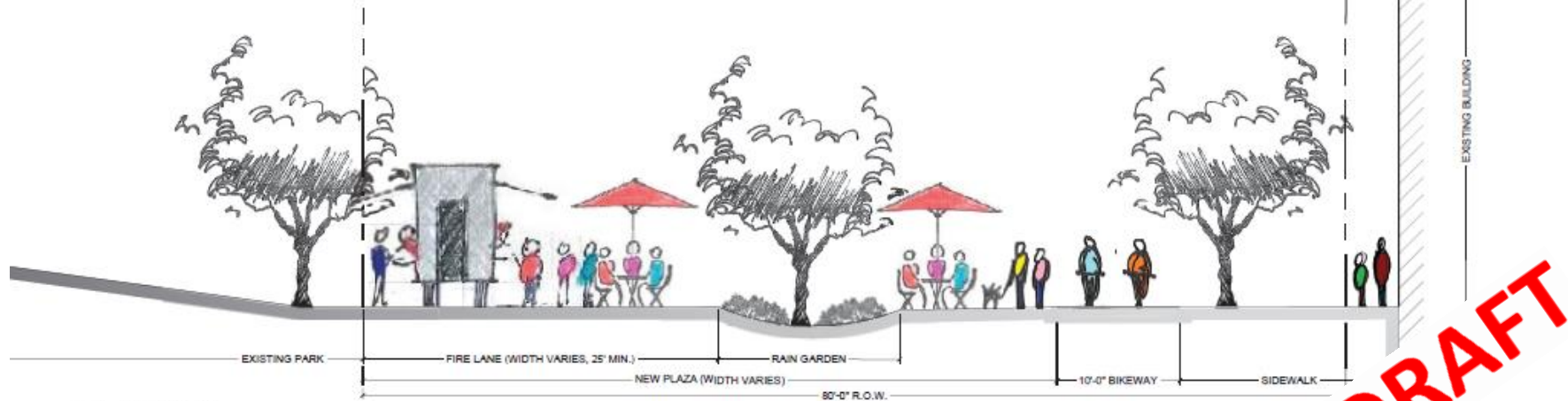


Figure 5: Existing Site of Proposed Downtown Multimodal Station



A LANDSCAPE PLAN BETWEEN TRINITY STREET & NUECES STREET

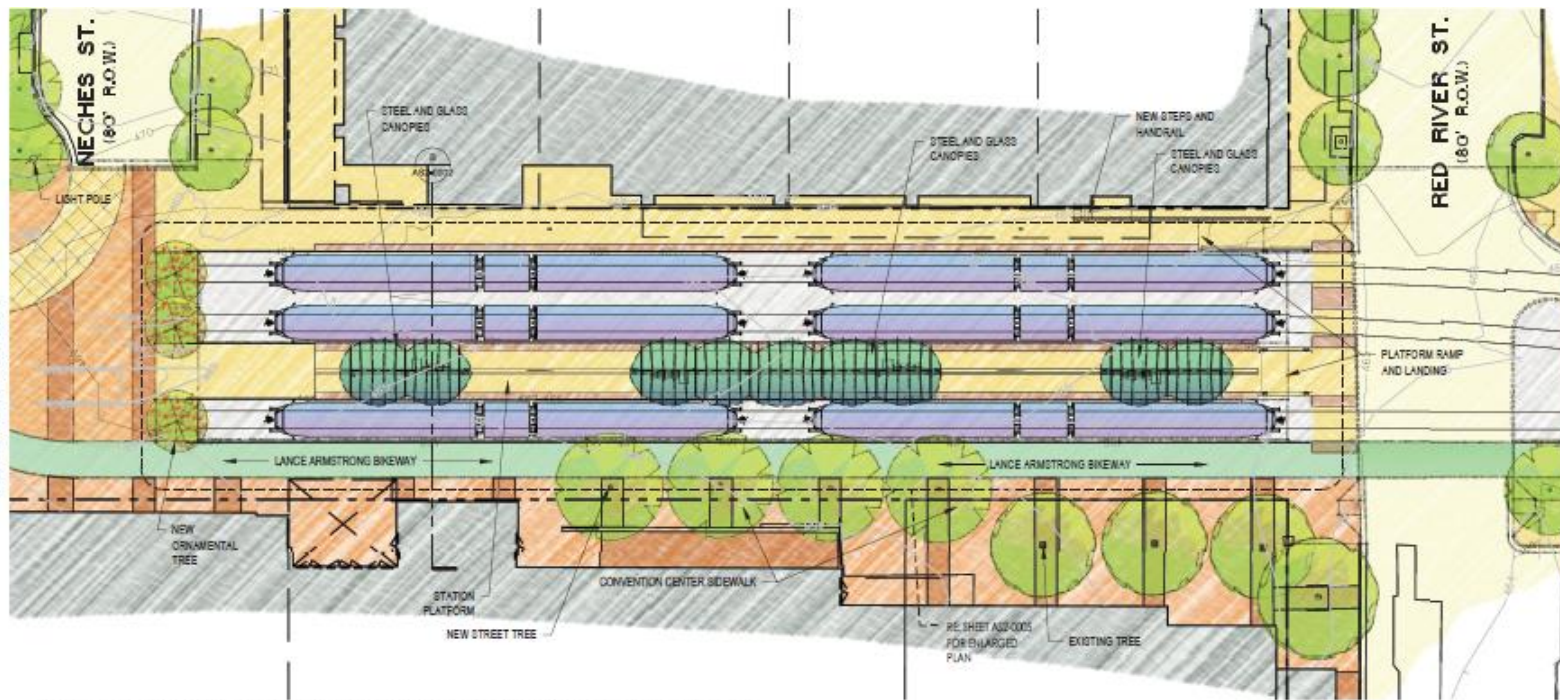
AS2-0001 Scale: 1" = 20'-0"



B SECTION

AS2-0001 Scale: 1" = 5'-0"

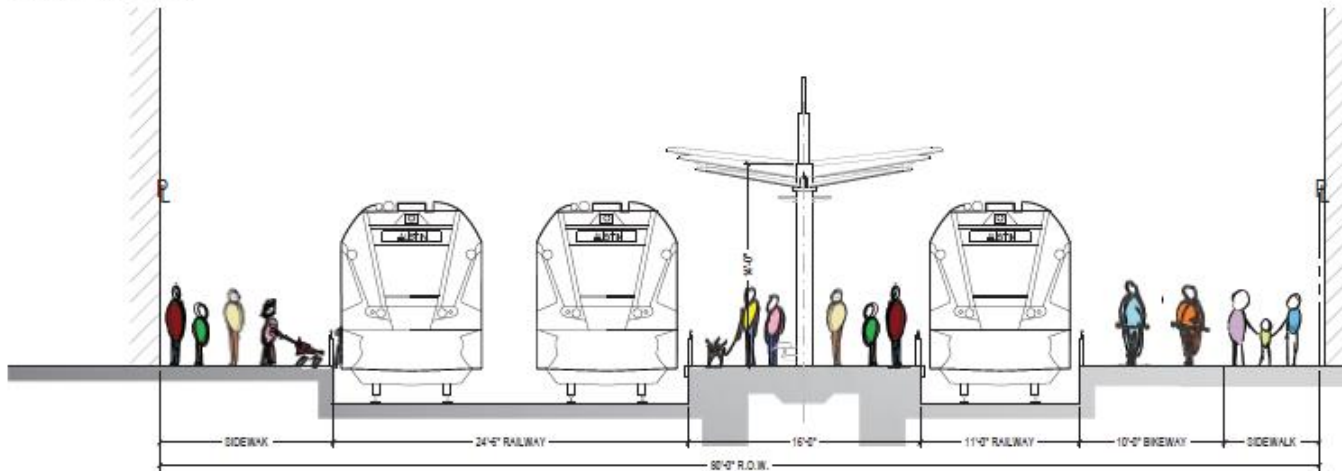
REF SHEET AS2-0001



REF SHEET AS2-0003

A LANDSCAPE PLAN BETWEEN NECHES AND RED RIVER

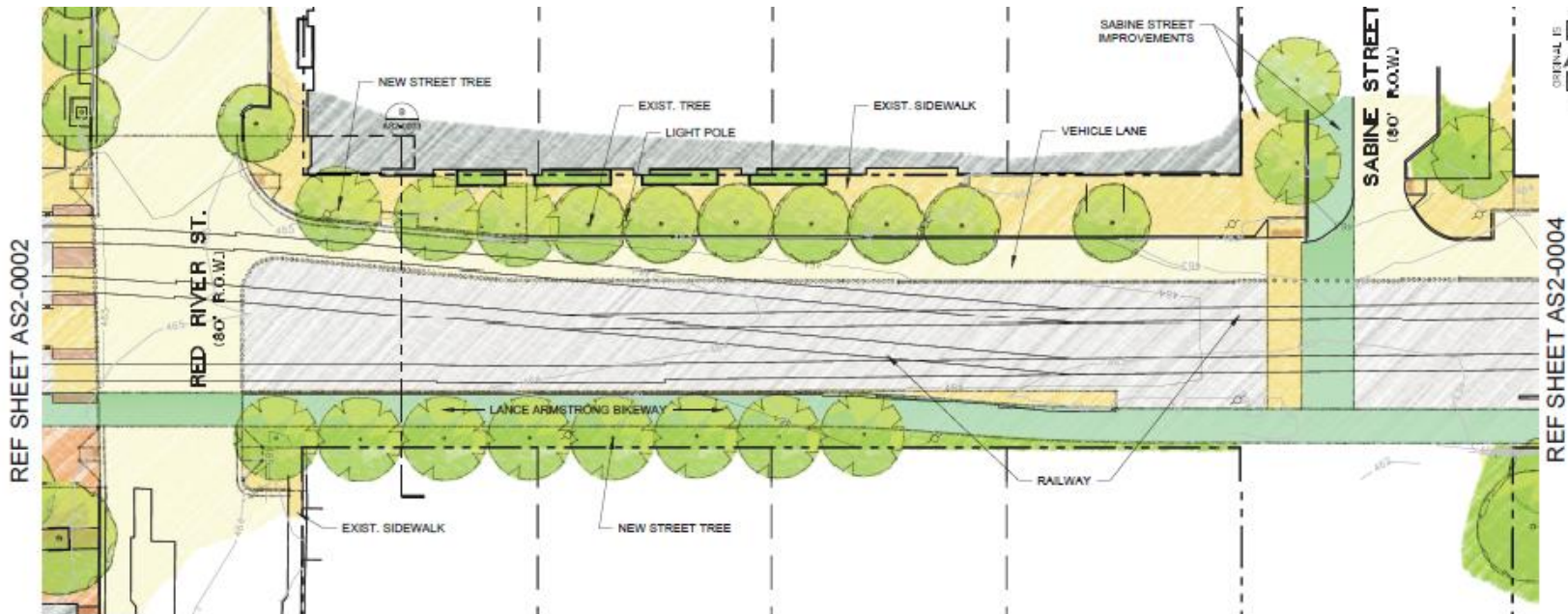
AS2-0002 Scale: 1" = 20'-0"



B PLATFORM SECTION

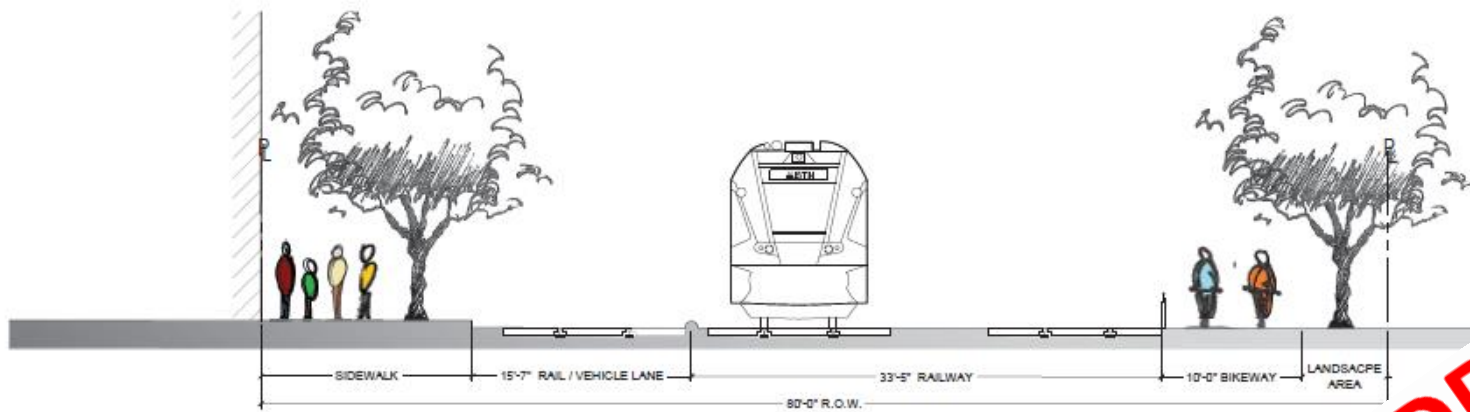
AS2-0002 Scale: 1" = 5'-0"

DRAFT



A LANDSCAPE PLAN BETWEEN RED RIVER ST. AND SABINE ST.

AS2-0003 Scale: 1" = 20'-0"

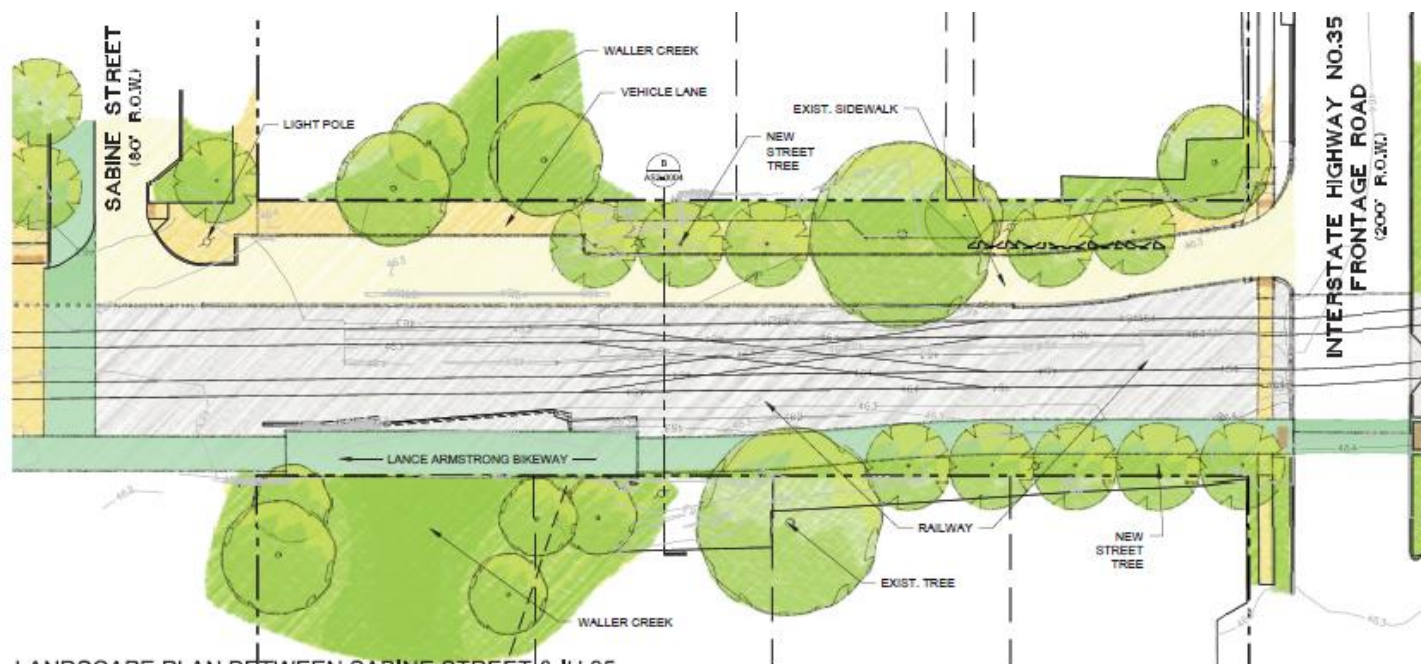


B SECTION

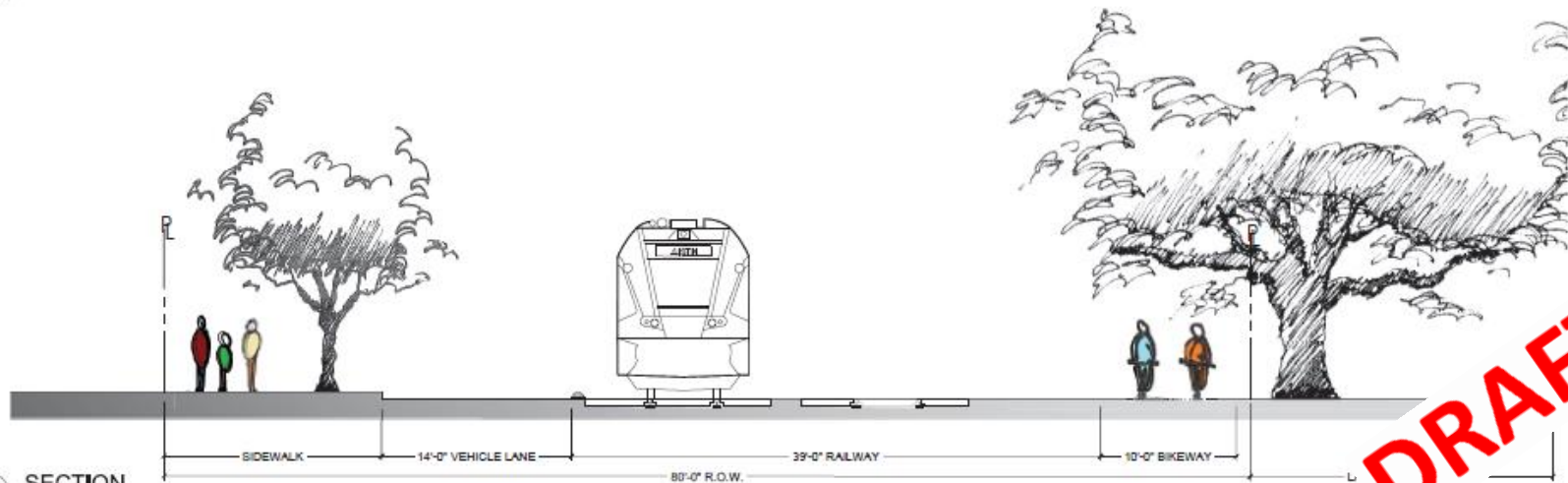
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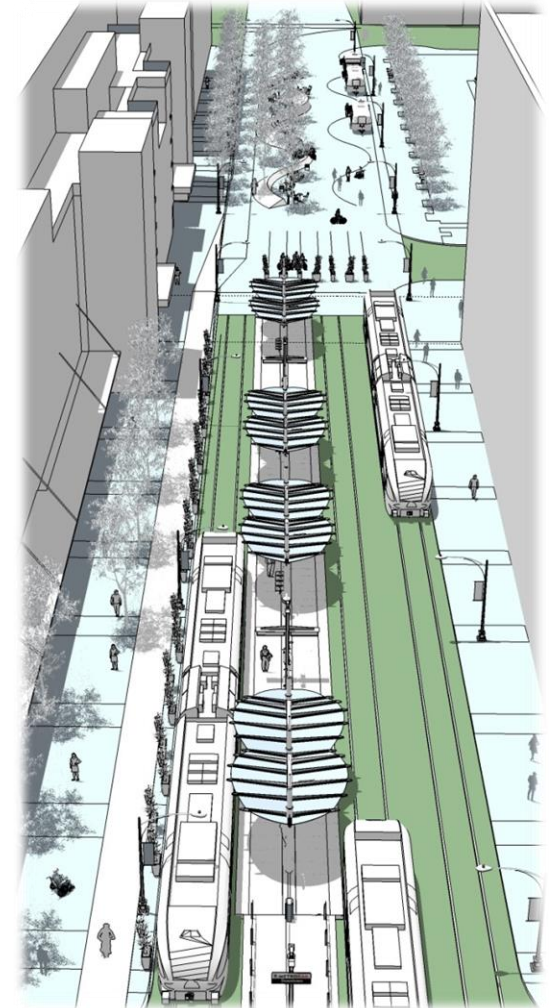
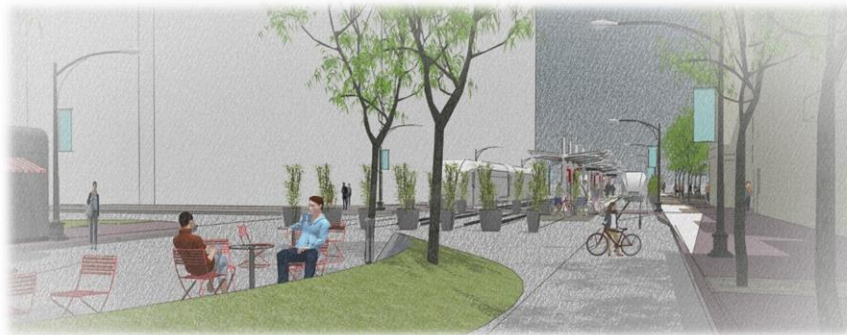
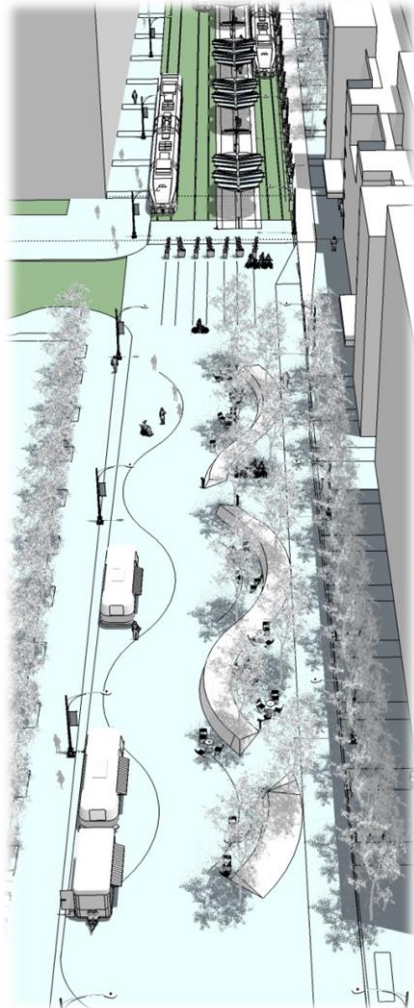
A LANDSCAPE PLAN BETWEEN SABINE STREET & IH 35
AS2-0004 Scale: 1" = 20'-0"



B SECTION
AS2-0004 Scale: 1" = 5'-0"

DRAFT

Design Study



Great Streets

GREAT STREETS PRIORITIZE



Pedestrians



Transit



Bicycles



Cars

STREET USERS, PLACING THOSE USING THEIR **TWO FEET** FIRST.

In a thriving downtown environment with a variety of uses and services and an engaging street life, walking, cycling, and transit are the preferred methods of travel.

PROJECT
GREAT
STREETS

Other Project Elements



Custom Canopies to be Incorporated



(Standard MetroRail Canopy Above)

Sustainability Certification



AUSTIN ENERGY®
GREEN BUILDING





Selected Concept

Challenges, Opportunities

Downtown Multimodal Station

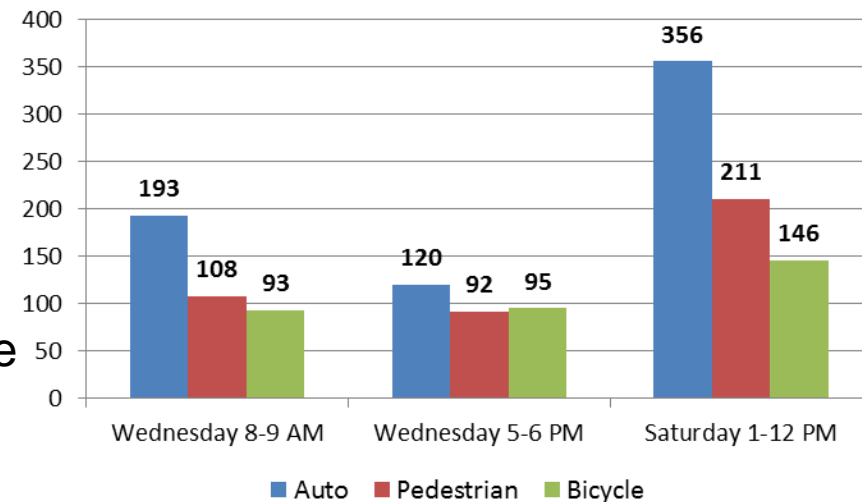


4th Street Conversion (Red River to Trinity)



- **4th St. is multimodal**
 - Combined bike & ped. volumes already exceed auto traffic at the Neches/4th intersection
- **4th St. is not a commuter route**
 - Peak demand is during the weekend PM entertainment period
 - 6th Street peak demand is the during weekday AM commuter period
 - Cesar Chavez Street peak demand is the during weekday PM commuter period
- **Conclusion**
 - 6th Street and Cesar Chavez have excess capacity to absorb the displaced volume of traffic during both peak and entertainment periods

Auto, Pedestrian & Bicycle
Peak Hourly Volumes on 4th Street



5th Street 2-Way Conversion



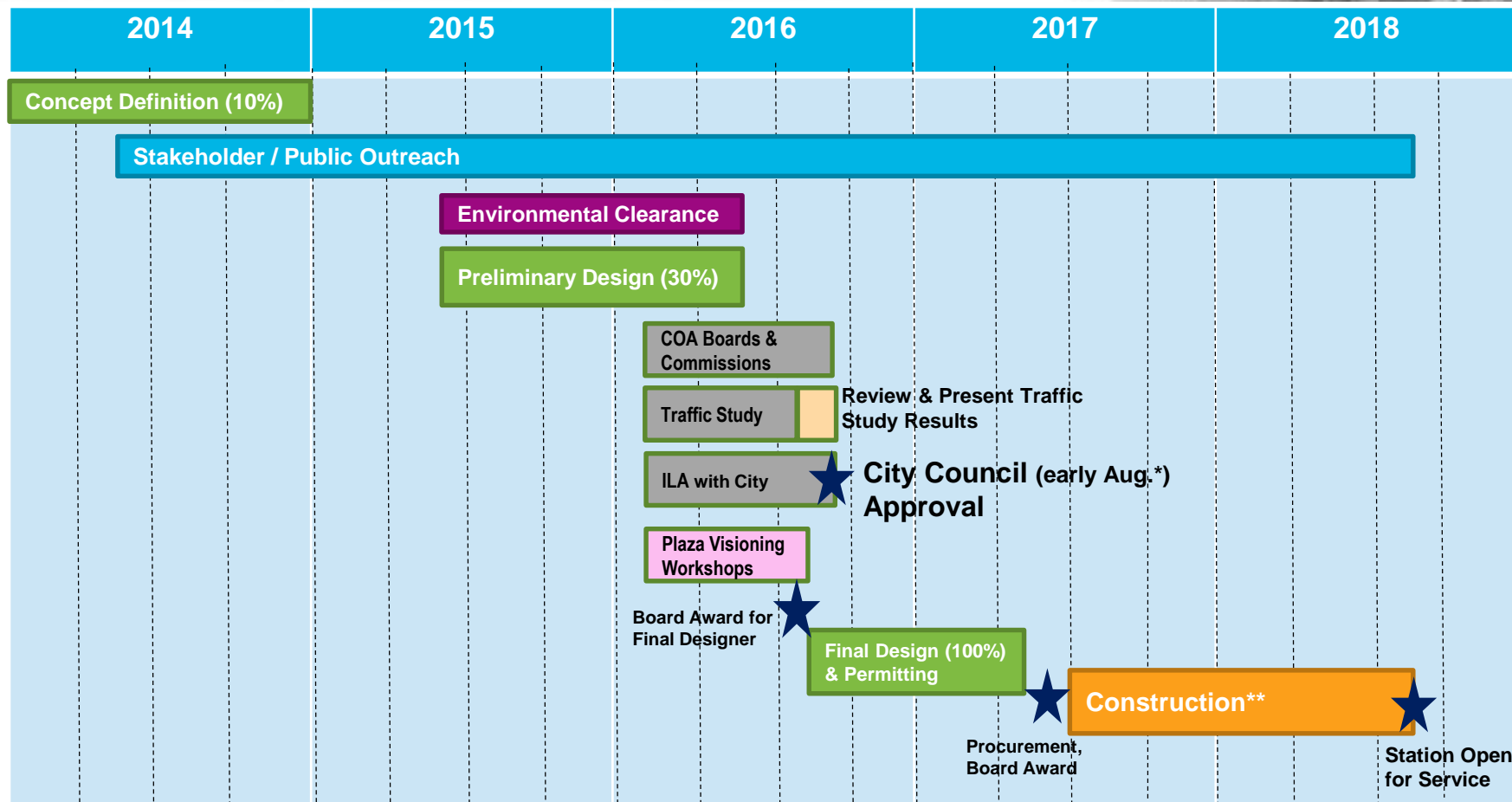
- Traffic flow improvement for downtown area, Hilton Hotel occupants
- Austin Transportation Department to initiate process for 5th Street 2-Way conversion from I-35 to Trinity (or Brazos)
- Goal to complete conversion before Downtown Station construction
- Stakeholders have requested additional traffic analysis in vicinity

Downtown Station

Preliminary Schedule



METRORAIL



*June City Council agenda preferred if traffic studies are completed sooner

**All construction activities are pending environmental clearance and City permitting

Feb. 2016



Questions?

Downtown Multimodal Station





Appendix

Downtown Multimodal Station



Public & Stakeholder Input



- Majority recognize the benefits of elected Concept for a conflict-free pedestrian space
- Stakeholders and coordinating agencies in favor of safety improvements and supporting multimodal mobility improvements
- Some public input indicated traffic concerns with removing autos from this segment of 4th Street

Citizen Feedback (Concept 1)

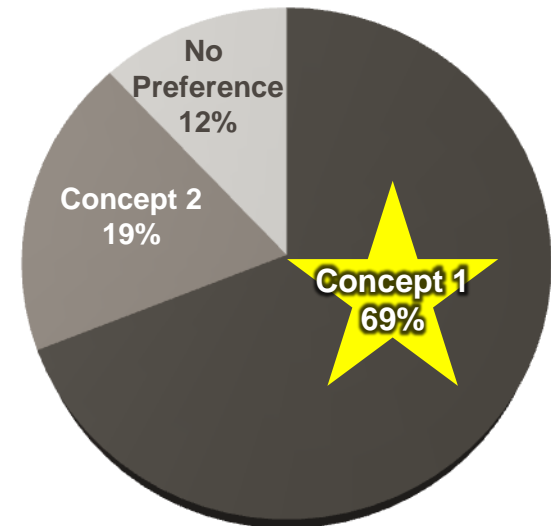
"I like the idea of having more pedestrian area. The vehicle lane isn't really that useful anyway."

"I lean more toward this concept to free more space for pedestrians and bikes."

"Seems like a better use of space but worried about flow of extra traffic displaced from lane of street. Good park space."



Public Survey Results



Concept Confirmation - Technical Evaluation Criteria



1

1. Safety

- a. Mitigation of Multimodal Conflicts
- b. Rail Crossing Protection Requirements

2

2. Station Operations

- a. MetroRail Station and Platform
- b. Multimodal Access to Project Area

3

3. Traffic & Accessibility

- a. Pedestrian, Bicycle and Auto Circulation
- b. Lane Configurations and Utility
- c. Stakeholder Accessibility

4

4. Context-Sensitive Compatibility

- a. Mitigate Impacts to Adjacent Projects and Stakeholders
- b. Great Streets Compatibility
- c. Supportive of Future Development

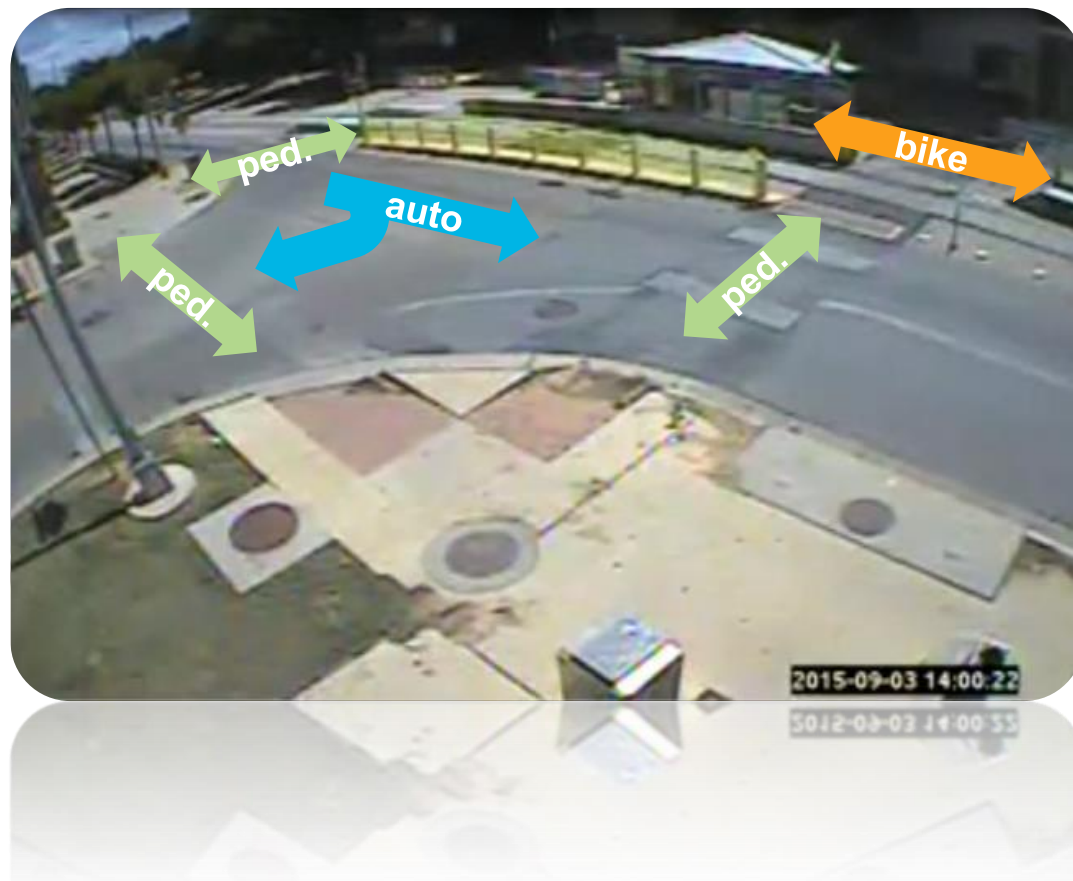
Technical Evaluation – Summary

Evaluation Metric	Preferred Concept 1 (Vacate Auto Access on 4th)	Less Preferred Concept 2 (Restricted Auto Access on 4 th)
Safety	Best reduction of conflicts	Auto and bikeway conflicts remain
Transit Operations	Meets requirements	May compromise platform width to fit shared-use lane and emergency access
Traffic and Accessibility	Reduces auto accessibility	Maintains accessibility; requires bikes & autos to share
Context Sensitive Compatibility	Consistent with multimodal vision & hierarchy	Diminishes multimodal vision

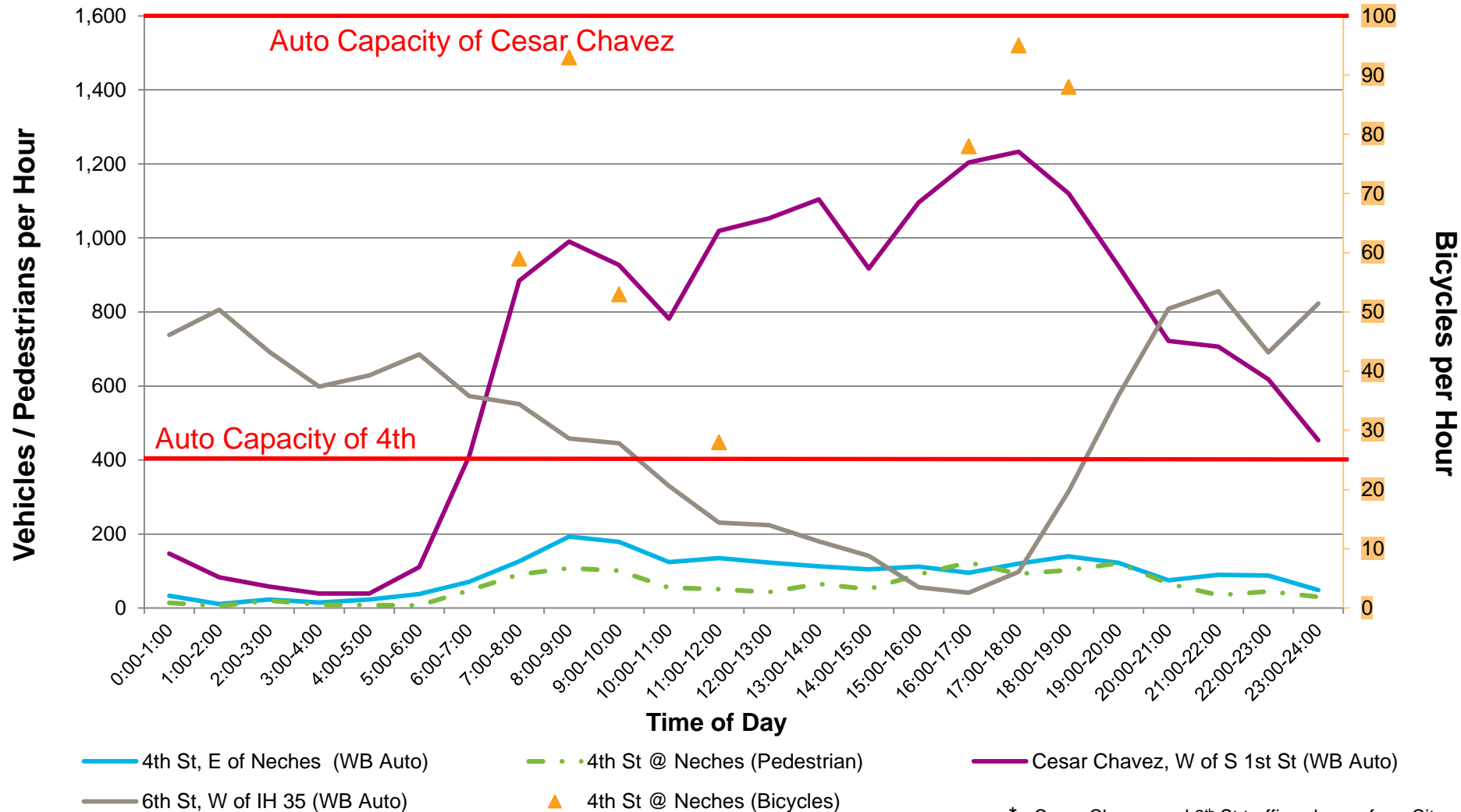
- **Concept 1** is the best solution for reducing safety conflicts, meeting transit operational requirements, improving multimodal accessibility, and is consistent with the urban context
- **Concept 1** challenges have been identified and mitigations are being developed.

Traffic Data Collection

- Video camera set up at the corner of 4th Street and Neches
- 7-day, 24-hour counts (Thursday 9/3 to 9/10)
- Data for auto, pedestrian, and bike
- Historical counts on Cesar Chavez, 5th, and 6th Streets

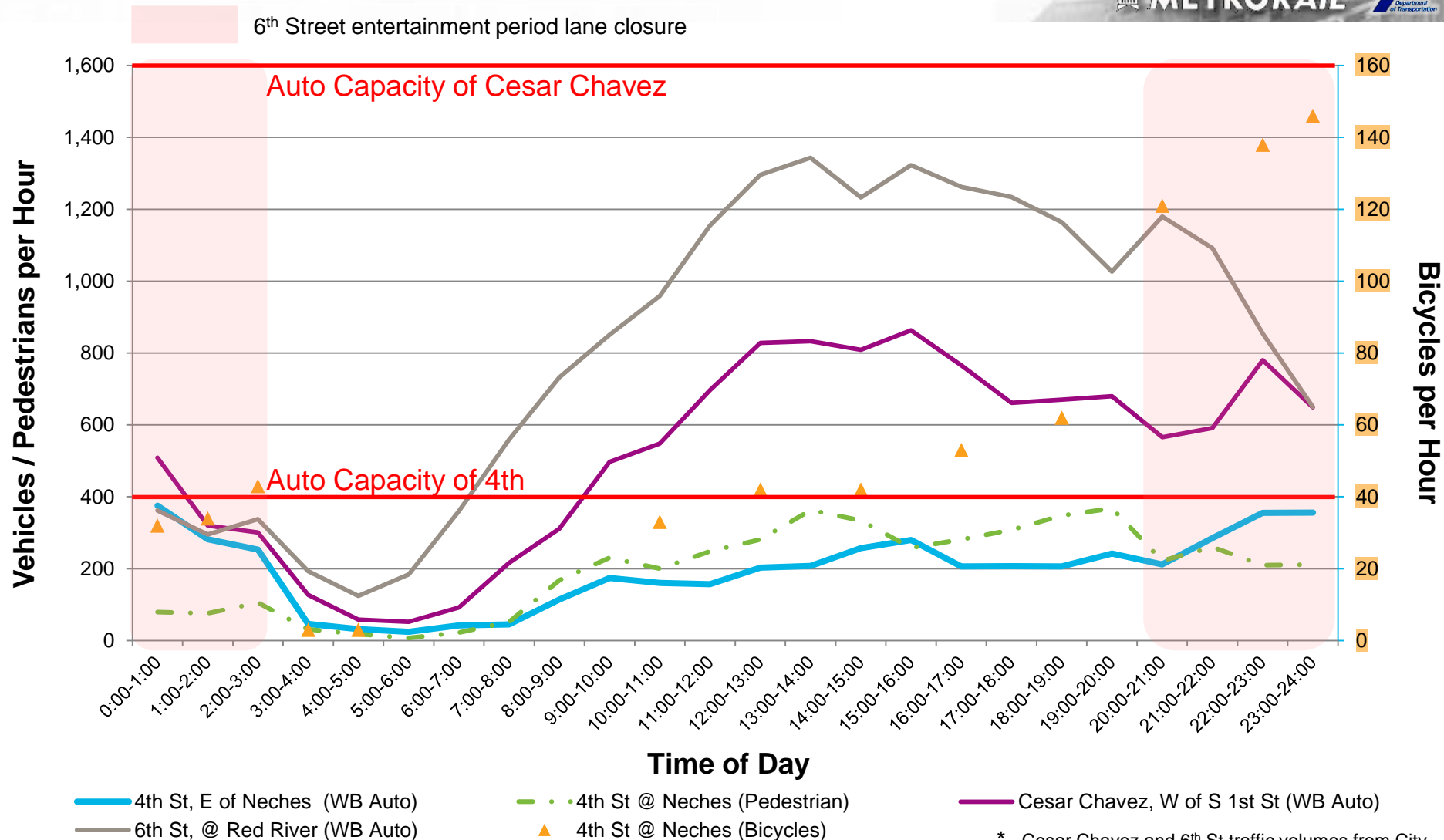


Data Summary – Hourly Volumes on Typical Weekday*



* - Cesar Chavez and 6th St traffic volumes from City of Austin historical data

Data Summary – Hourly Volumes on Typical Weekend* (Saturday)





5th Street

Downtown Multimodal Station

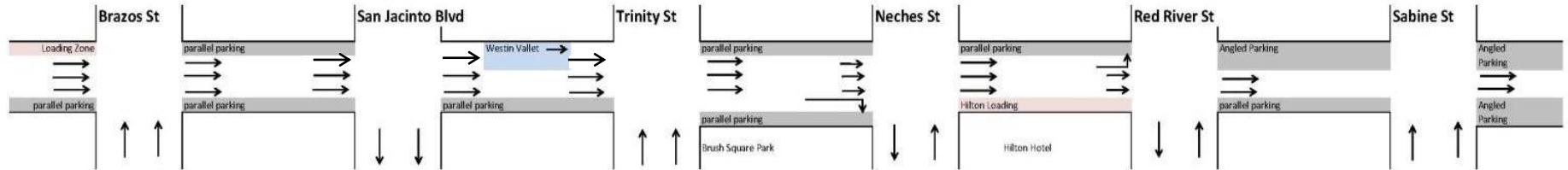


Potential 5th Street 2-Way Conversion by City of Austin

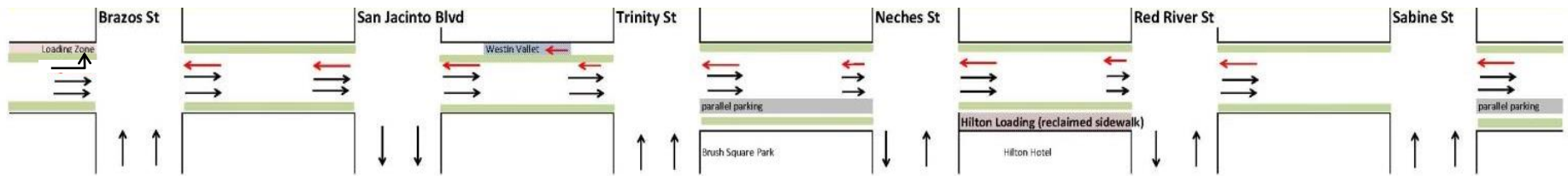
Lane Configuration Options



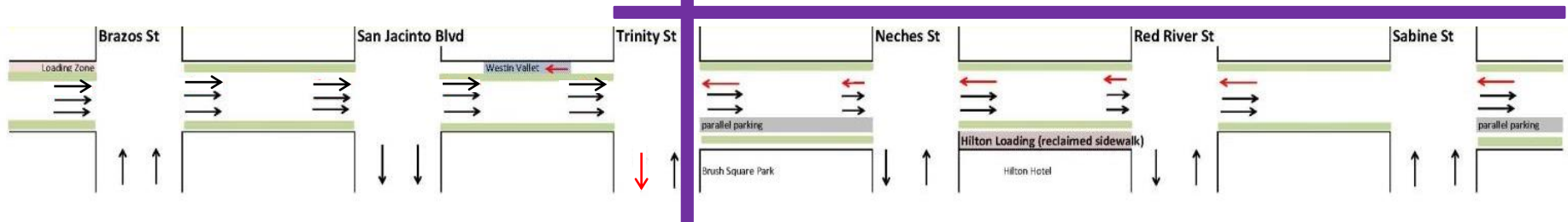
Existing



Option 1 - Two-way on 5th (I35 to Brazos)



Option 2 – Two-way on 5th (I35 to Trinity) and on Trinity



- Limits of 2-way conversion

- Protected bicycle lane (potential)



Next Steps

- Capital Metro & City of Austin Agreement (ILA)
- Start 60% Design Phase
- Traffic Analysis by ATD Staff
- Project Environmental Approval

Downtown Multimodal Station

