



AUSTIN TRANSPORTATION DEPARTMENT M E M O R A N D U M

TO: Greg Kiloh, Redevelopment Project Manager
Economic Development Department

CC: Rob Spillar, Director, Austin Transportation Department
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FROM: Eric Bollich, P.E., PTOE, Managing Engineer
Austin Transportation Department

DATE: May 31, 2018

SUBJECT: **ATD's Response to CIUR 2018 – McKalla Place MLS Stadium Analysis**

Per Council Resolution 20171109-046, the City Manager is directed to provide a detailed analysis of 10414 McKalla Place as a potential site for a Major League Soccer (MLS) stadium. This memorandum provides an evaluation of traffic considerations by the Austin Transportation Department (ATD) required by the Resolution based on preliminary project information provided by the Applicant.

Project Information

The proposed site is approximately 30 acres in size and located southeast of the Burnet Road and W. Braker Lane intersection. It is generally bounded by W. Braker Lane to the north, McKalla Place to the south, Capital Metro Railroad to the east, and Burnet Road to the west. Access to the site is proposed from all four of these boundaries.

Per the Applicant, approximately 17 games will be played at the stadium each season. Most will be scheduled on weekends, while some will be Wednesday evenings. To accommodate the estimated 20,500 patrons for each game, the Applicant is proposing a multi-modal approach to manage traffic based on similar sports venues for which the Applicant's transportation engineer has studied.

The Applicant provided ATD the following proposed breakdown of modal splits for patrons accessing the stadium.

Park-and-Ride

Approximately 10,000 patrons would be accommodated by shuttles circulating to designated parking lots and terminating at Metropolitan Drive near the site. The Applicant has begun discussions with the owners of the Domain located on the west side of Burnet Road to use large office parking facilities which would be otherwise underutilized during game times. The Applicant has identified other possible larger sites within the vicinity of the site but not yet started discussions with these property owners.

Vehicles for Hire

Approximately 4,500 patrons would be accommodated by vehicles for hire. They would use the existing street network of Donley Drive, Delta Drive, and Denton Drive located immediately east of the site and adjacent to the Capital Metro Railroad. These wide streets are conducive to establishing pick-up and drop-off zones while providing space for general mobility.

Pedestrian Trips

Approximately 3,000 patrons would walk between the stadium and privately owned parking lots and Capital Metro facilities (MetroRail station and MetroBus stops) in the vicinity of the site. Most of these lots are for small businesses; the Applicant foresees their owners selling use of these lots to stadium patrons on game days. The Applicant did not provide an estimation for how many pedestrians would begin and end their trips from transit facilities versus parking lots. This split is contingent on the ultimate location of the MetroRail station in relation to the vicinity of the site.

On-Site Parking

Approximately 2,500 patrons would park in a 1,000-space lot adjacent to the stadium. These spaces would be reserved for staff, players, media, and other designated patrons.

Bicycle Trips

Approximately 500 patrons would bicycle to and from the stadium using the nearby street and bicycle network.

Evaluation and Recommendations

Based on the preliminary project information provided by the Applicant, ATD believes critical components to traffic impacts are being considered for a project with this scope and size. The Applicant has addressed most of ATD's preliminary questions about the project.

While Applicant has not submitted a comprehensive study to enable ATD to provide a detailed analysis as directed by City Council's Resolution, ATD offers the following evaluation and recommendations based on the information provided:

- The Applicant will be required to submit a comprehensive traffic management and impact study ("study") for the proposed site, which would be scoped in coordination with ATD prior to submittal.
- The Applicant should develop a pedestrian connectivity plan between the stadium and off-site parking sites, Capital Metro MetroRail stations, and bus stops. The study should analyze the viability and safety of existing pedestrian and bicycle facilities (sidewalks, street crossings, walking routes, bicycle lanes, in-site bicycle parking) and recommend mitigation to support anticipated demands.
- The Applicant should develop special event management strategies to include a traffic control plan for game days to provide safety and mobility for all modes. This would include signs, markings, signal timing plans, a traffic management center, police enforcement, etc.
- The study should recommend capital improvements (traffic signals, protected pedestrian crossings, additional vehicular lanes) to address access, mobility, and safety for patrons. The Applicant has indicated the possibility of a new traffic signal on Burnet Road for a controlled

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access point to the site and to assist pedestrians crossing this street. The study should analyze other access points to the site and impacts to existing transportation network.

- Park-and-ride facilities and shuttles are the predominate means of servicing patrons to the site. The Applicant should participate in good-faith negotiations with private parking lot owners to ensure that the anticipated number of patrons can be accommodated. The study should document the level of support by owners to support its assumptions and analysis.
- For shuttles and vehicles for hire, the study should document the number of vehicles, staging areas, and circulation plans required to support the anticipated demands. The study should include examples and analysis of comparable sports venue sites.
- Most of the pedestrian trips are contingent on permission from adjacent business owners to allow patrons to use their parking lots. The study should document the level of support by owners to support its assumptions and analysis.
- The Applicant has started discussions with Capital Metro about using MetroRail service near the site. This would consist of building new MetroRail station adjacent to the site or using the existing MetroRail Kramer Station. If a new station were constructed, Capital Metro would likely close the Kramer Station because of the resulting proximity of the two stations and the proposed station at the IBM campus located approximately one-half mile north of the Kramer Station. MetroRail service would be a critical means of reducing the number of personal vehicles used by patrons to access the vicinity of the site. The study should document the level of support from Capital Metro and analyze various scenarios depending on possible station locations.
- A critical component to the success of the proposed modal splits is a safe and viable crossing between the stadium west of the Capital Metro Railroad and the shuttle route terminus/vehicles-for-hire area immediately east of the Capital Metro Railroad. This crossing would also serve patrons walking to and from nearby business parking lots. The study should analyze the need for physical barriers along the Capital Metro Railroad to channel pedestrians to desired crossing locations.
- The study should analyze the need for grade-separation between the Capital Metro Railroad and W. Braker Lane based on Capital Metro's proposed Cap Remap service changes and increased service demand from patrons to the stadium.
- The study should analyze improvements and recommendations in the City's 2016 Mobility Bond Report for Burnet Road and the North Burnet Gateway Plan.