

Capital Metro Project Connect Gateway MetroRail Downtown Multimodal Station

Stakeholder Workshop 2 July 25, 2014





Agenda

- Welcome & Introductions
- Recap May 23rd Kickoff Workshop
- Stakeholder Communications & Updates
- Development of Key Elements & Site Program
- Presentation of Base Site Concepts
- Discuss Base Concepts & Site Elements
- Next Steps







An Opportunity

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







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



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

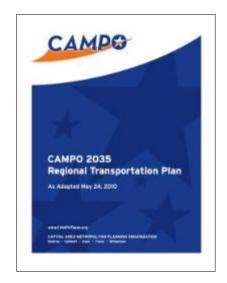




Previous Planning Efforts



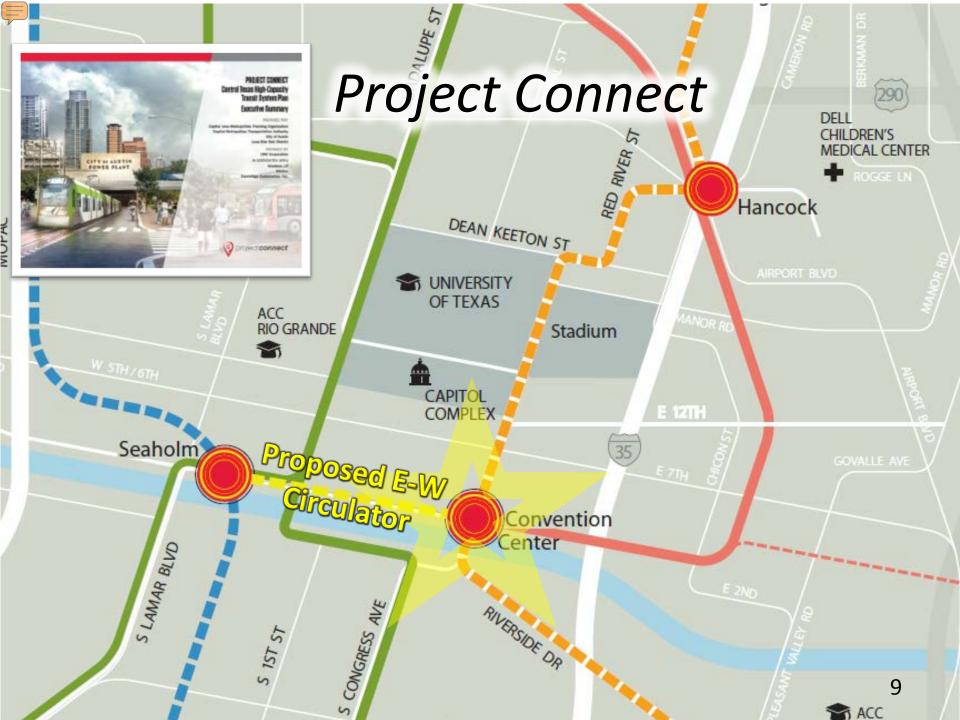




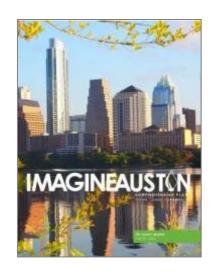


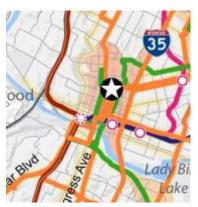
CAMPO 2035

- Emphasis on multimodal connections
- Connects existing and planned "Centers" of population and employment
- Shows major intermodal transfer at MetroRail Downtown Station on 4th St.







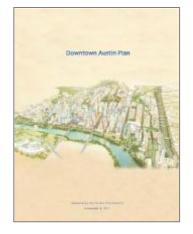


Imagine Austin

- Core principles for action: #6 Think creatively and work together
 - Land Use/Transportation Policy 12: collaboration to achieve goals
- Priority programs: Invest in a compact and connected Austin
- Many transportation modes envisioned to connect at MetroRail Downtown Station







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Downtown Austin Plan

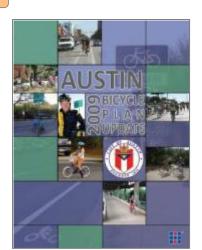
- Vision: Downtown Austin will become the heart of one of the most sustainable cities
- Initiate a new generation of downtown signature parks including Brush Square
 - Envisioned as a cultural, visitor-oriented park that can support various types and sizes of events
 - Landscaped refuge from city life
 - Fire station recommended to be relocated and building repurposed
- Create high-quality, state-of-the-art transit stops and transfer areas
- Allow for conversion of all Downtown streets to two-way



PARD Long Range Plan for Land, Facilities and Programs



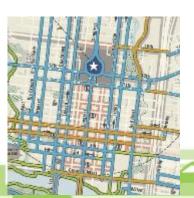
- Downtown parks are vital due to increased residential density
- Revitalization of the three remaining historic squares
 - Republic Square collaboration model
 - Including Brush Square
 - Historic property and museums



Bicycle Master Plan

- Incorporate bicycle facilities as priority in planning and development processes
- Inter-modal transportation
 - Increase opportunities and coordinate existing and proposed bike facilities with mass transit
 - Include bicycle parking at 100% of transit stops







Waller Creek District Master Plan

Plan Recommendation #2:

Create an interwoven web of appropriately scaled pedestrian and bicycle linkages to, across and along the creek corridor that connect Lady Bird Lake with UT, and East Austin and Rainey Street with the Downtown

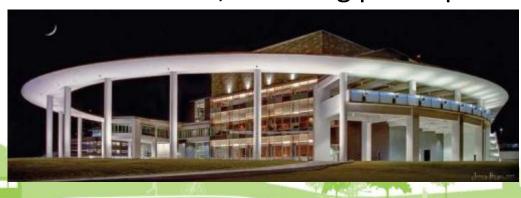






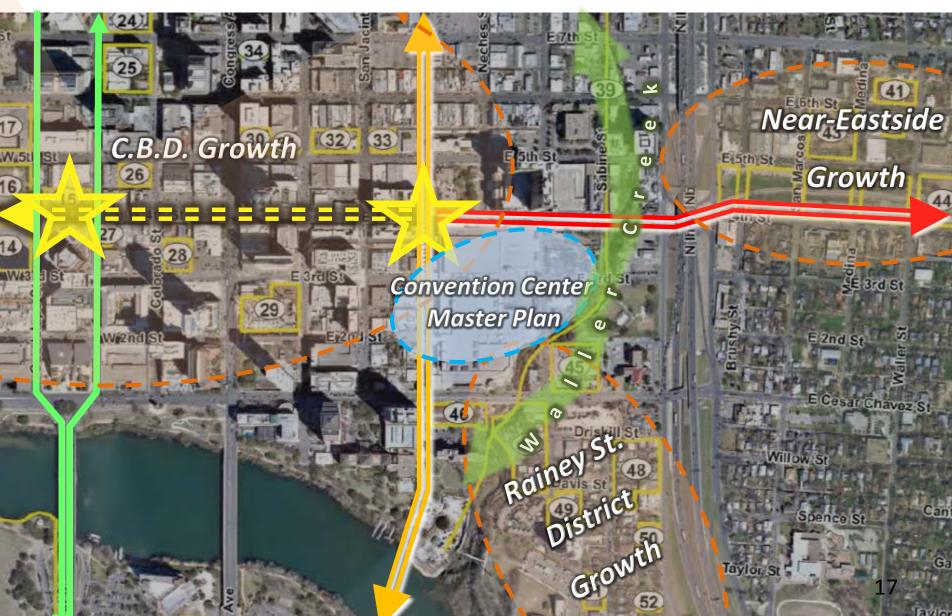
Create Austin

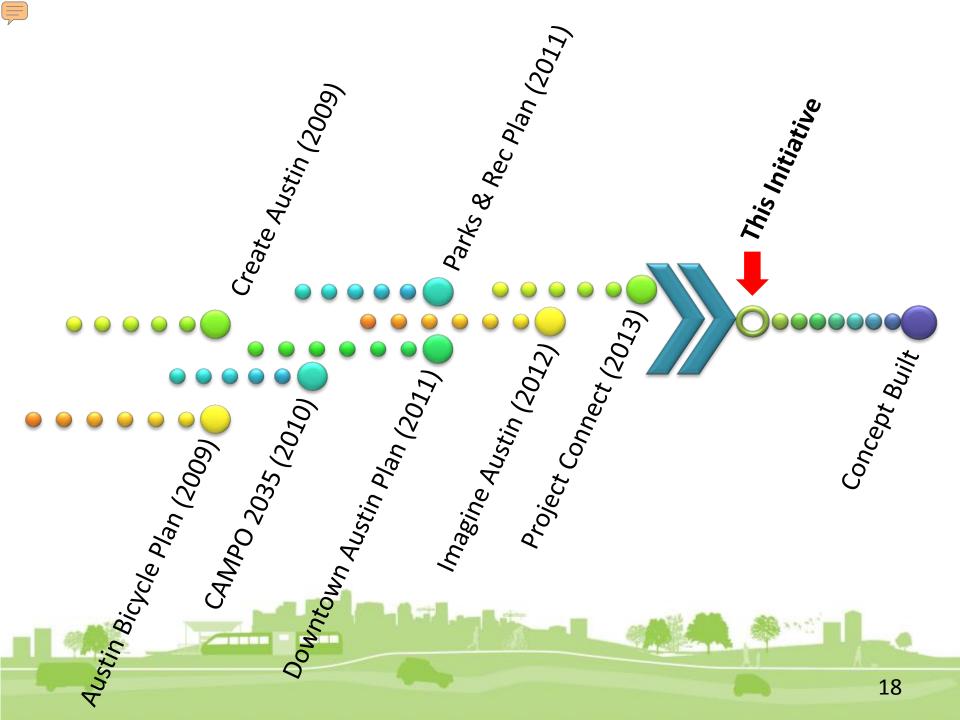
- Arts & Culture Master Plan
- Recommendations
 - Transportation infrastructure connections (#9)
 - Integration with Downtown Austin Plan and other neighborhood, district, or area plans (#10)
 - Enhance sense of place by encouraging specific projects reflecting excellence in design and architecture, including public parks (#11)





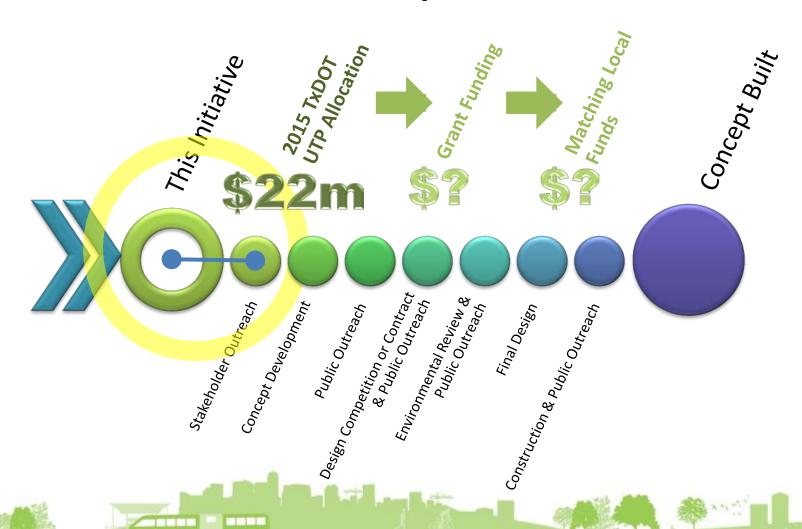
"Emerging Projects"



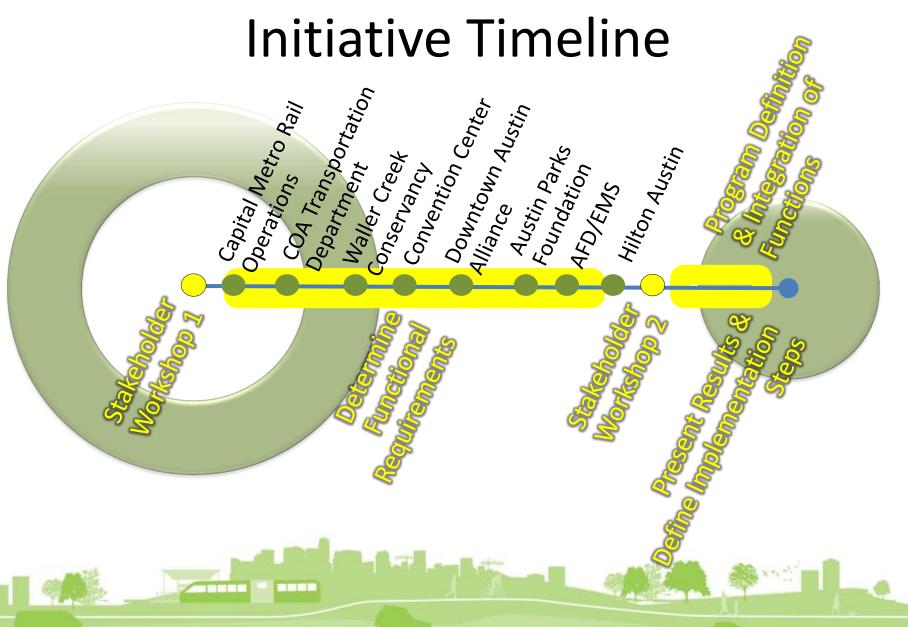




Timeline to Implementation

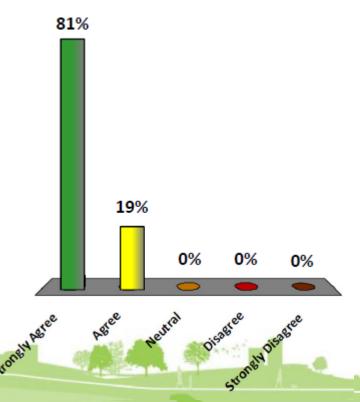


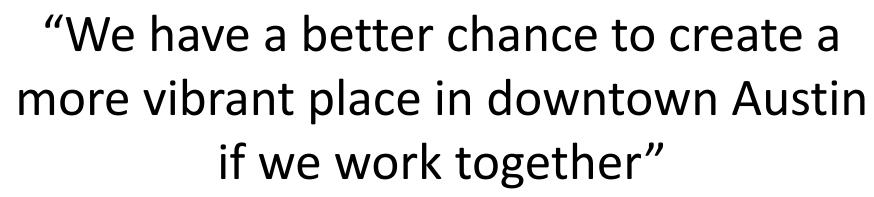




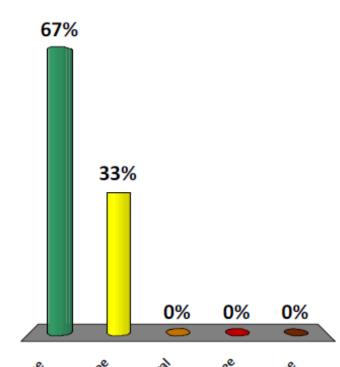
"This initiative represents an opportunity to create a more vibrant place in downtown Austin"

- 81% Strongly Agree
- 19% Agree
- Neutral
- Disagree
- Strongly Disagree



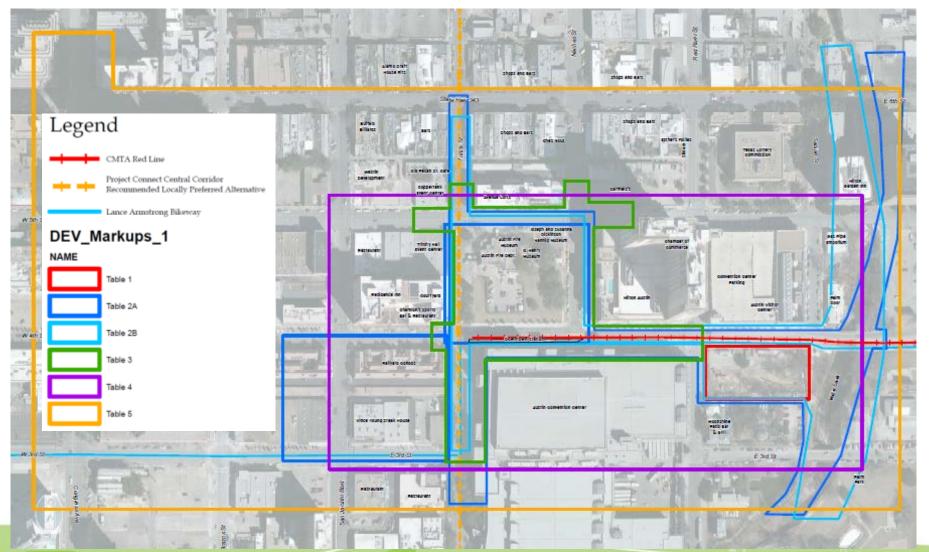


- 67% Strongly Agree
- 33% Agree
- Neutral
- Disagree
- Strongly Disagree



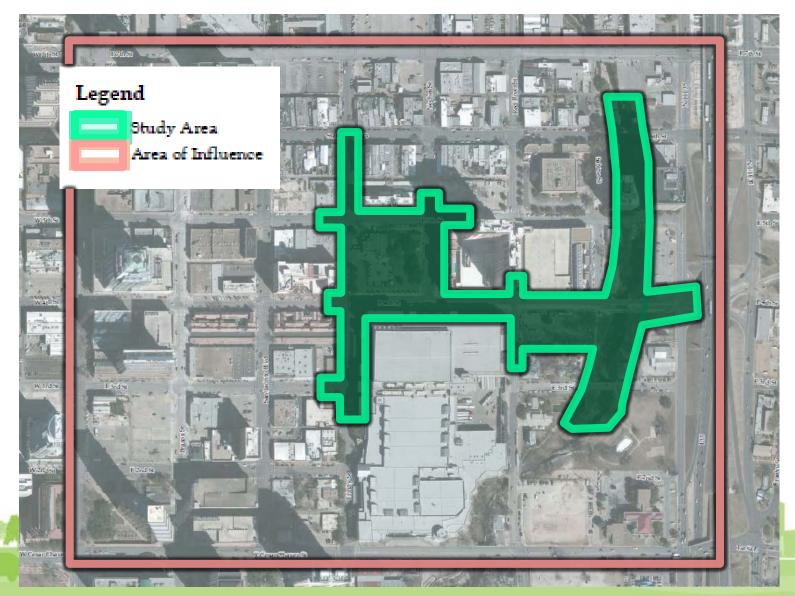


Stakeholder Identified Boundaries



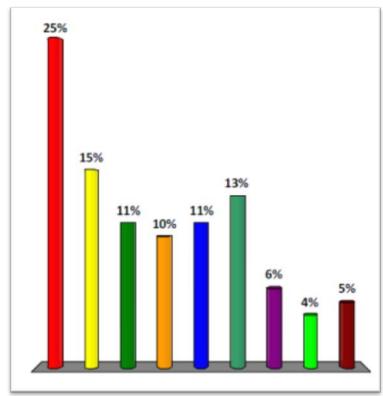


Stakeholder Identified Boundaries



"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)
- 11% Hilton and Convention Center operations, access, and plans
- 6. 10% Historical significance of state-owned Square



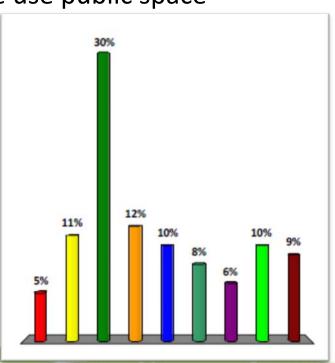
6% trees & green space, 5% public space operations & maintenance, and 4% limited space for events, functions, and increasing activity



"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 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



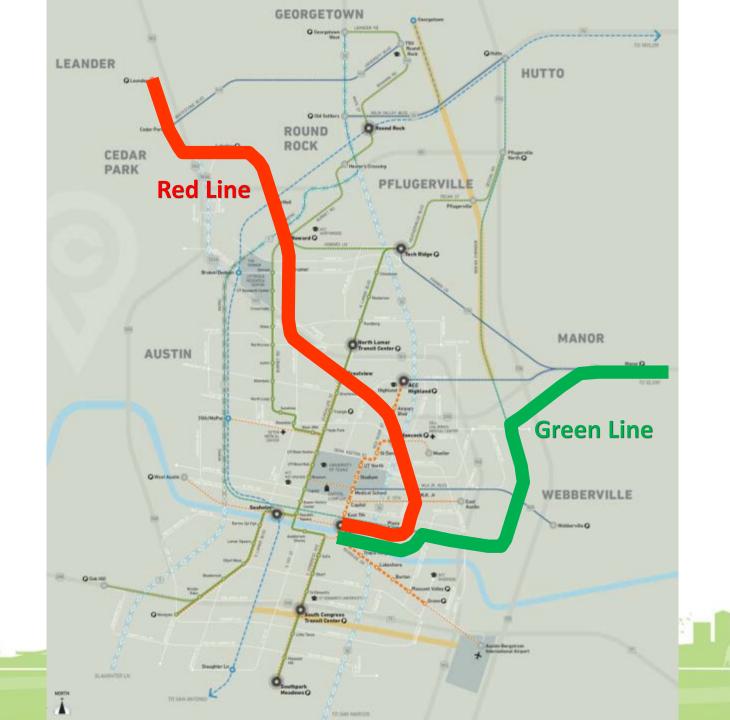
Stakeholder Updates





Stakeholder Updates: Capital Metro

- Capital MetroRail Operational Requirements
 - Leander (Red) and Elgin (Green) Lines at 10minute headways each
 - Minimum of 3 boarding positions, 2 vehicles in length
 - Need for crowd control & queuing space
 - Maintain 2 fixed-route bus stops
 - Allow for proposed east-west circulator bus route
 - Allow for Central Corridor Urban Rail on Trinity





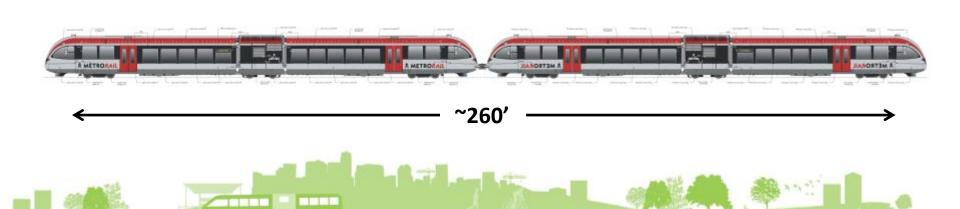




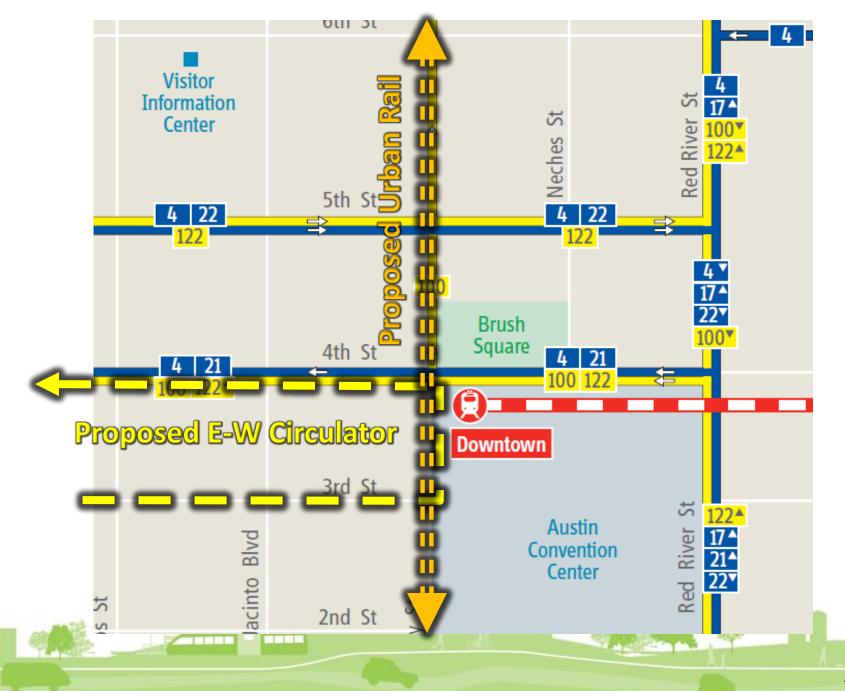














Stakeholder Updates: ATD

Traffic Circulation:

- Feasible to convert 5th St. to two-way to improve site access
- Consider Complete Streets policy and maintain vehicular access on 4th even if limited access or part of a phased approach
- Red River circulation must remain

Bike Circulation:

 L.A.B. should remain in current general location but different guideway treatments can be considered through pedestrian area





Stakeholder Updates: DAA-APF

Downtown Austin Alliance & Austin Parks Foundation

- Dynamic and equitable process
- Public outreach effort must be initiated
- Any improvements to public plaza and park spaces must consider ongoing operations & maintenance funding





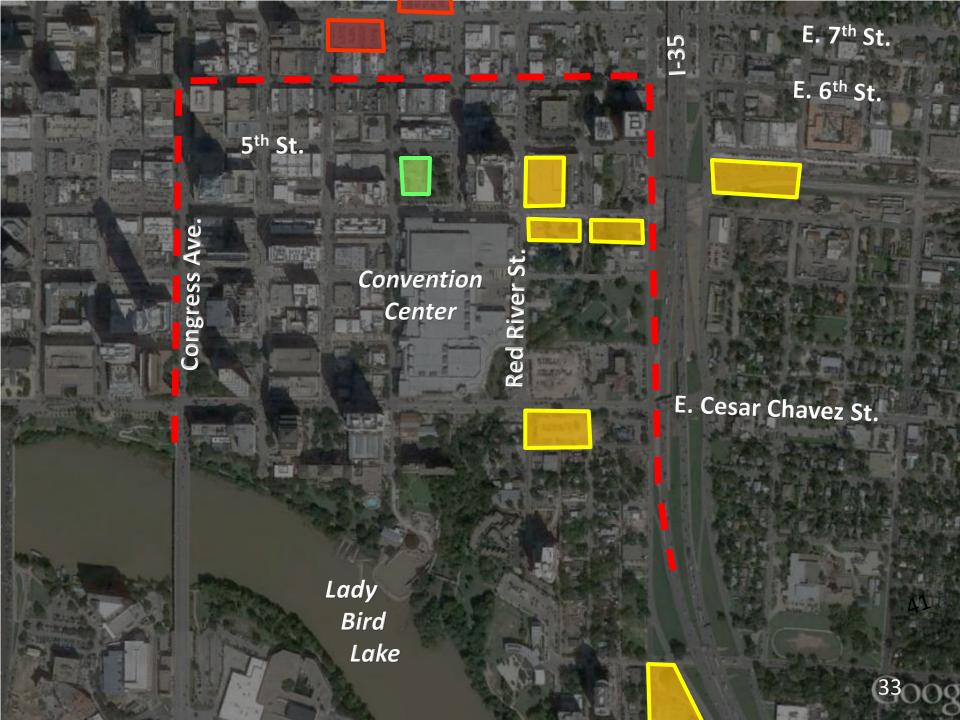


Stakeholder Updates: Austin Fire & EMS

Opportunity to relocate AFD/EMS:

- Flexible "model" can be used to develop new downtown response center
- Ideally E. of Congress, S. of 6th, W. of I-35
- Provide a short list of feasible sites
- Next Steps: Funding & Implementation plan



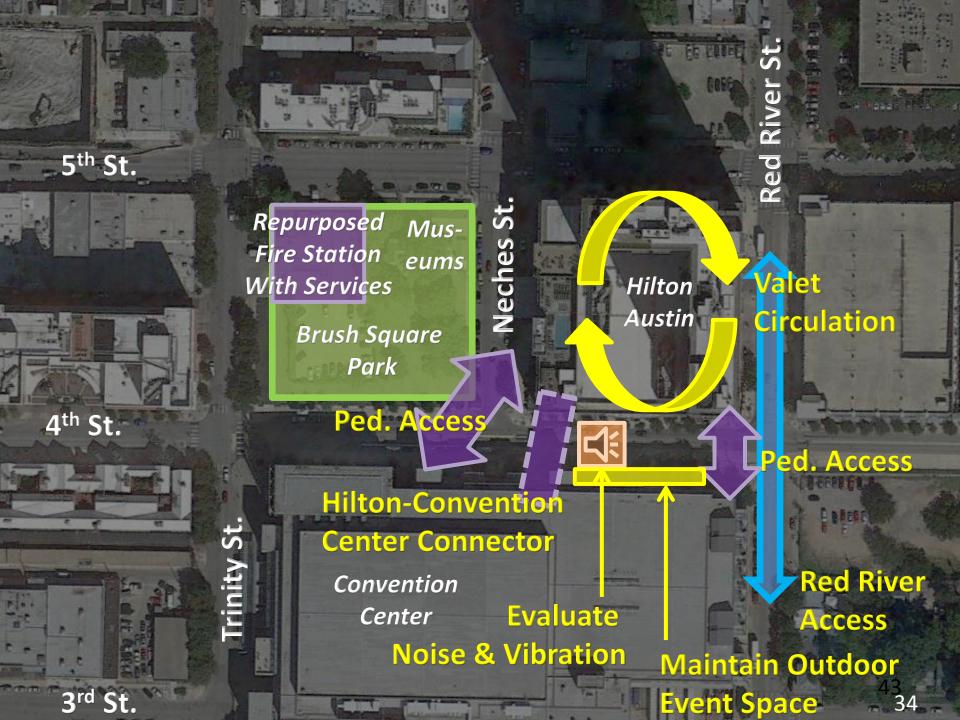




Stakeholder Updates: CC & Hilton

Austin Convention Center/Hilton Austin

- Consider connector bridge concepts
- Allow for valet/parking circulation
- Maintain pedestrian crossings of 4th Street
- Maintain Red River service access and circulation
- Maintain building ingress/egress
- Maintain recently added event space along 4th Street
- Consider noise/vibration between CC & Hilton
- Evaluate fire equipment access, turnaround, and building hook-ups





Methodology

Determine Capital Metro and other Stakeholder Criteria



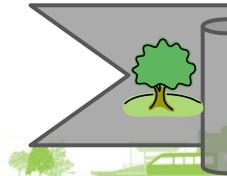
Develop Concepts that meet Capital Metro operational needs



Evaluate Concepts for all Stakeholder Criteria







Recommend Concept that provides best opportunity to improve station area for all Stakeholders





Stakeholder 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

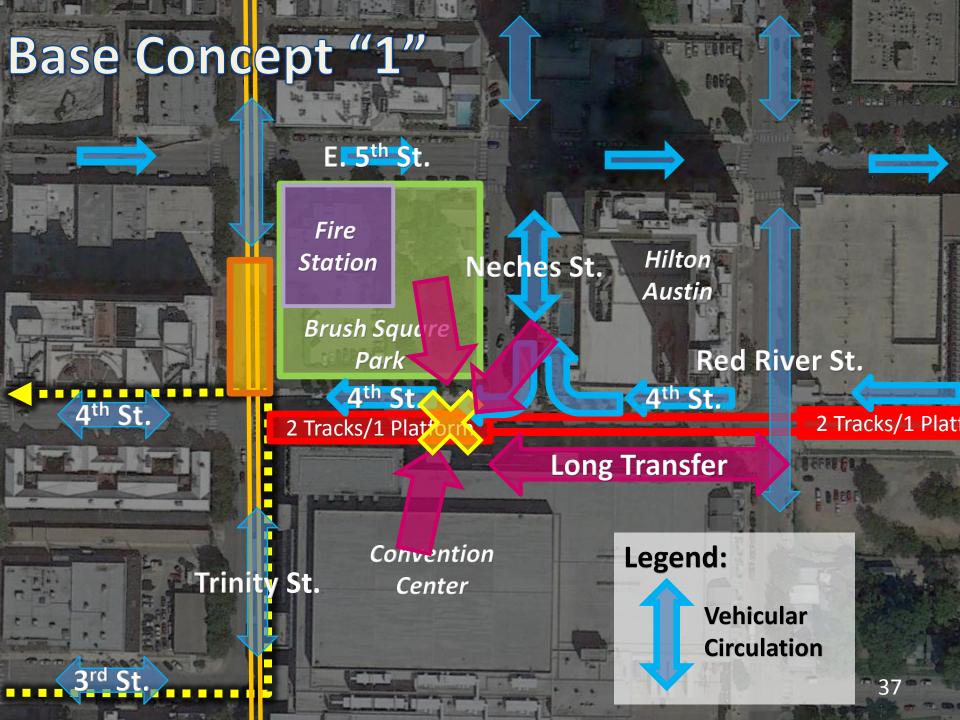
Noise/vibration between CC & Hilton

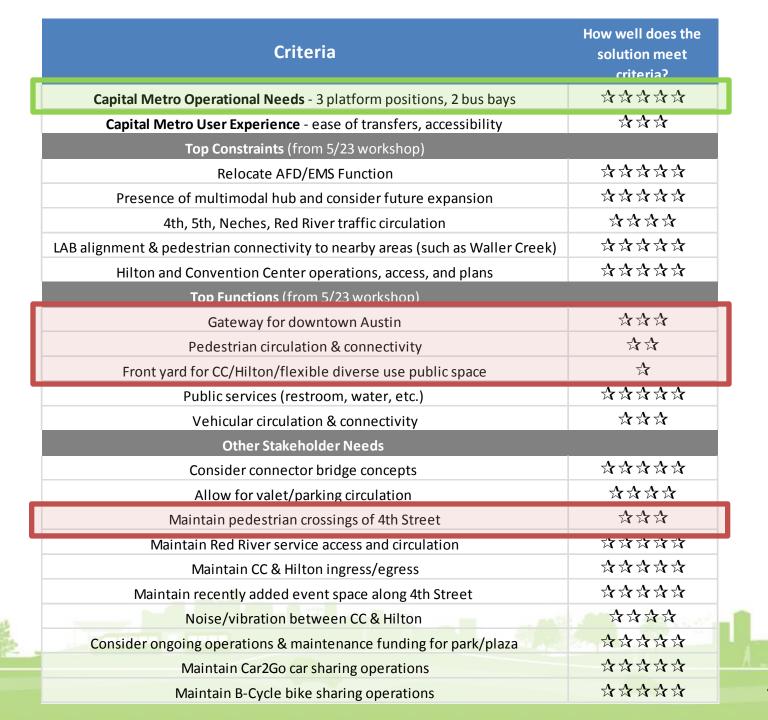
Consider ongoing operations & maintenance funding for park/plaza

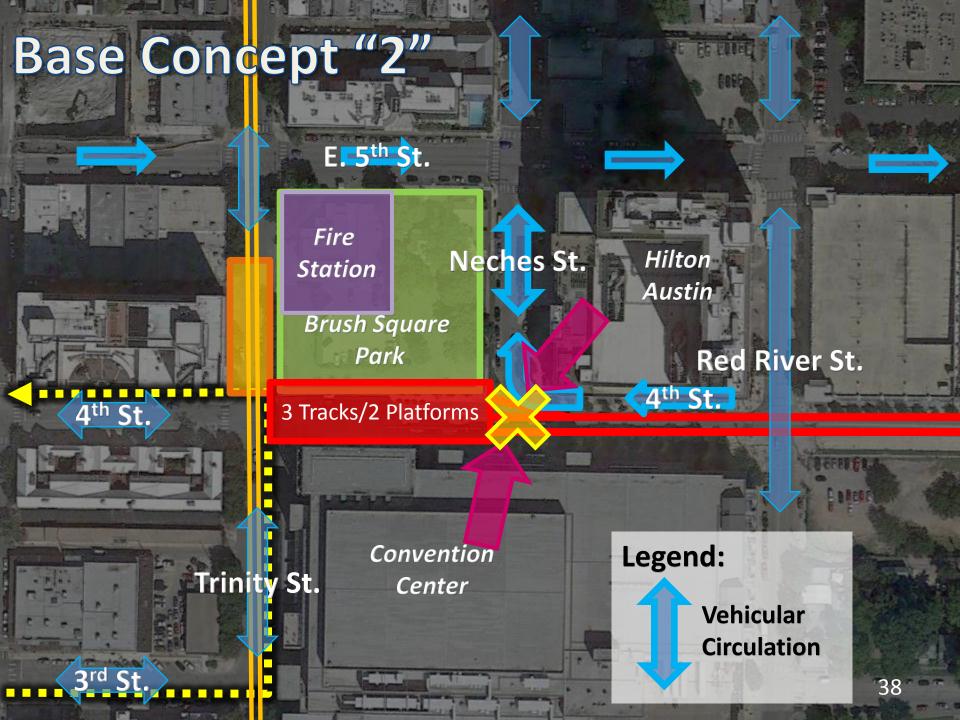
Maintain Car2Go car sharing operations

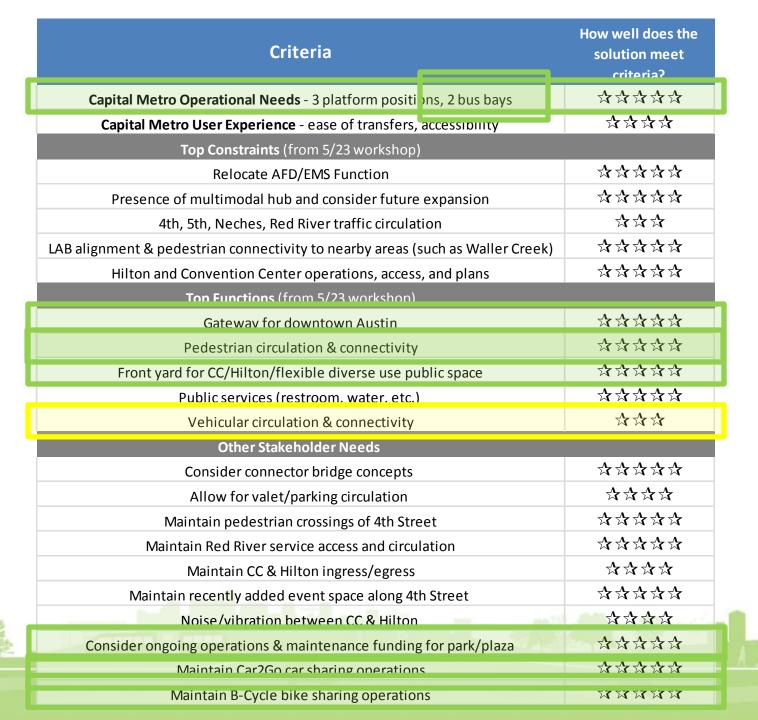
Maintain B-Cycle bike sharing operations

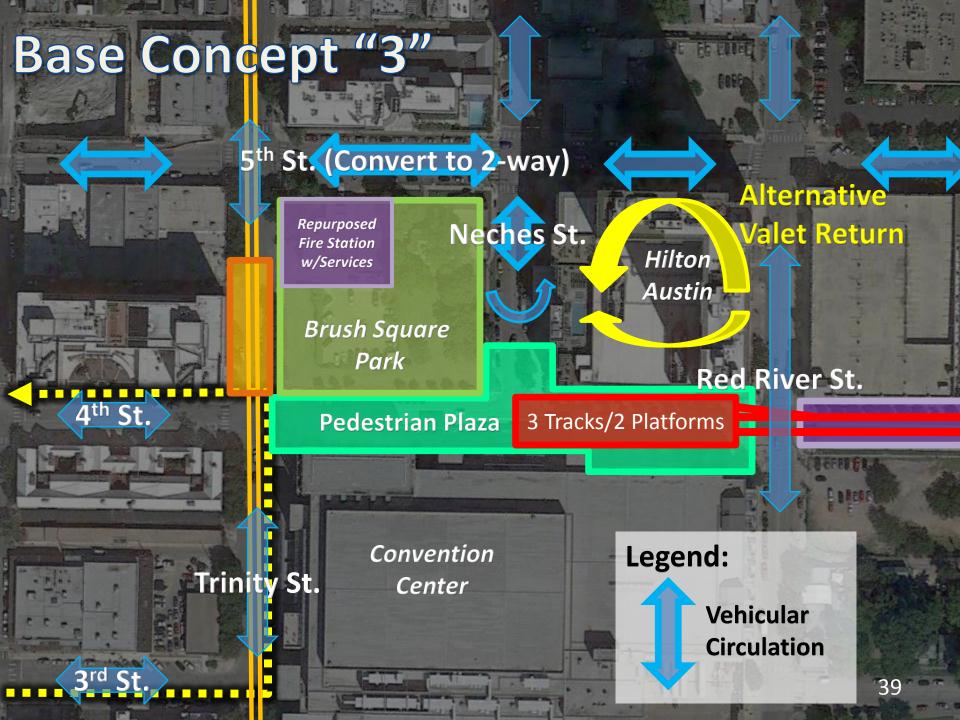
Criteria	How well does the solution meet criteria?
Capital Metro Operational Needs - 3 platform positions, 2 bus bays	***
Capital Metro User Experience - ease of transfers, accessibility	☆
Top Constraints (from 5/23 workshop)	
Relocate AFD/EMS Function	**
Presence of multimodal hub and consider future expansion	2
4th, 5th, Neches, Red River traffic circulation	***
LAB alignment & pedestrian connectivity to nearby areas (such as Waller Creek)	计计计
Hilton and Convention Center operations, access, and plans	☆☆☆
Top Functions (from 5/23 workshop)	
Gateway for downtown Austin	なな
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	2
Maintain pedestrian crossings of 4th Street	2
Maintain Red River service access and circulation	22222
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	***

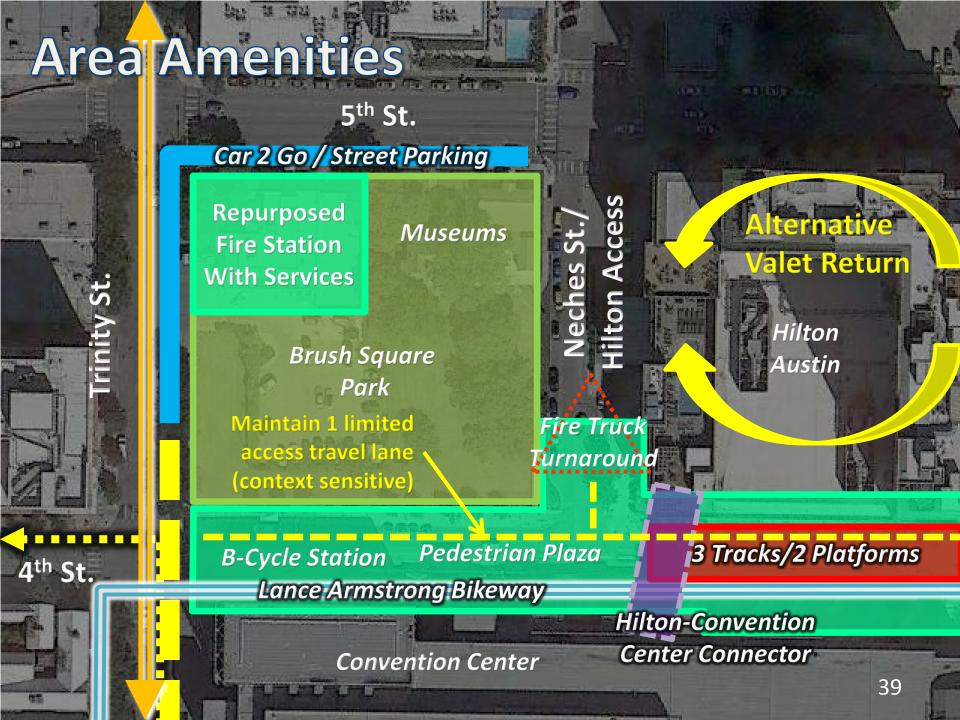


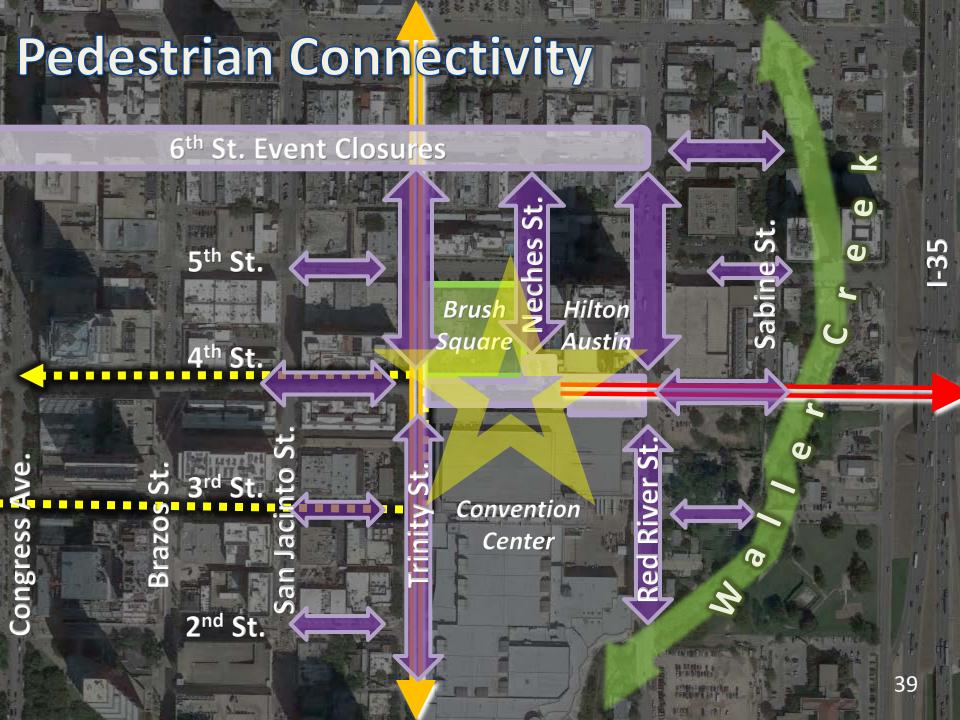






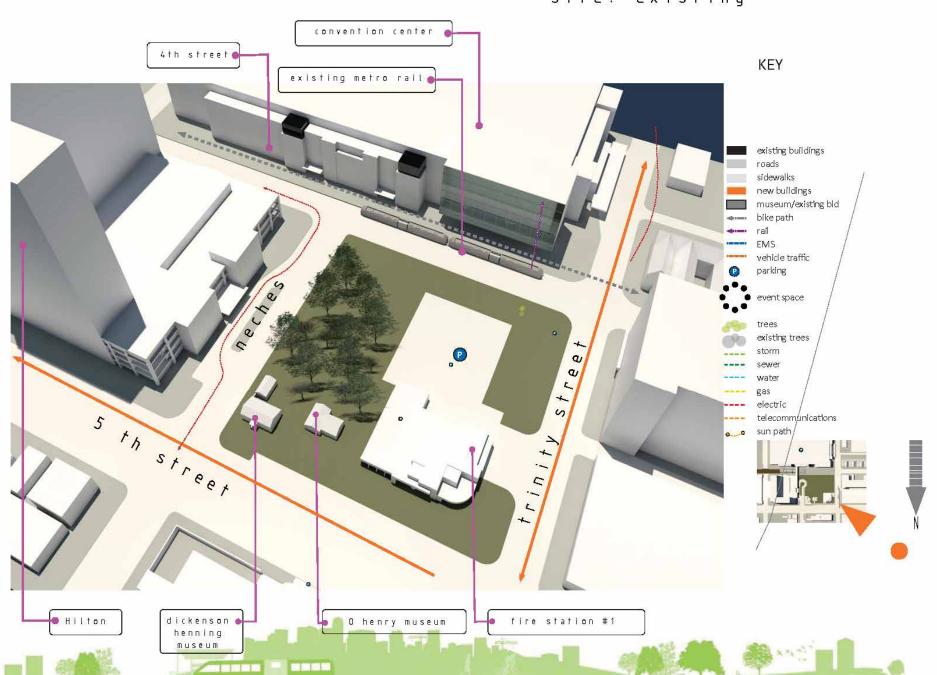


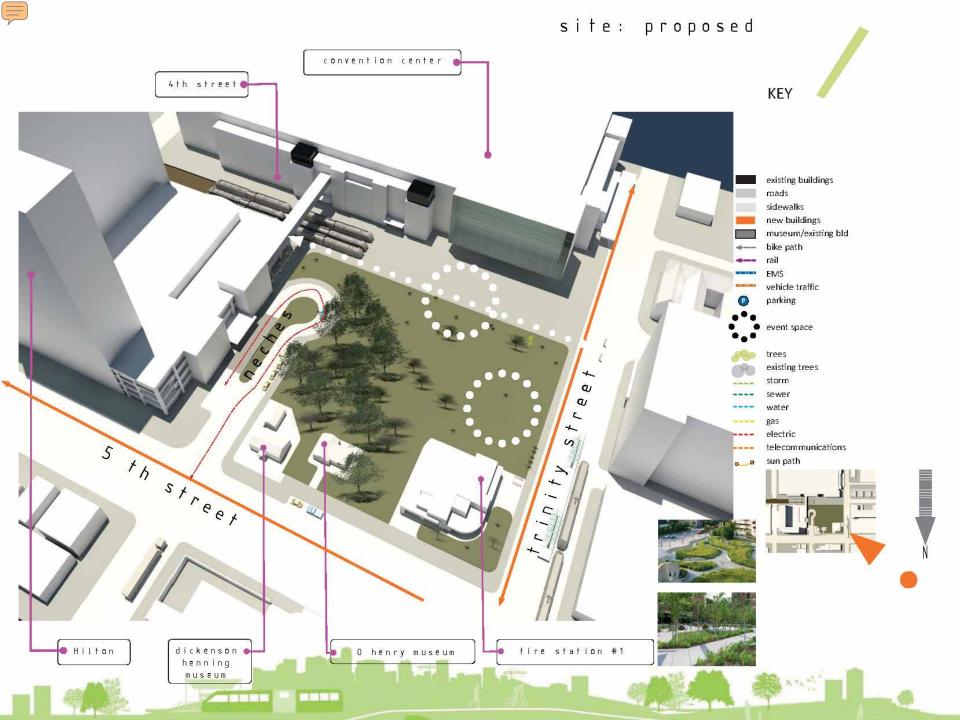






site: existing







concept: 1 UFO





concept: 1 UFO





concept: 1 UFO



concept: 1 UFO







concept:2 sail





concept: 2 sail







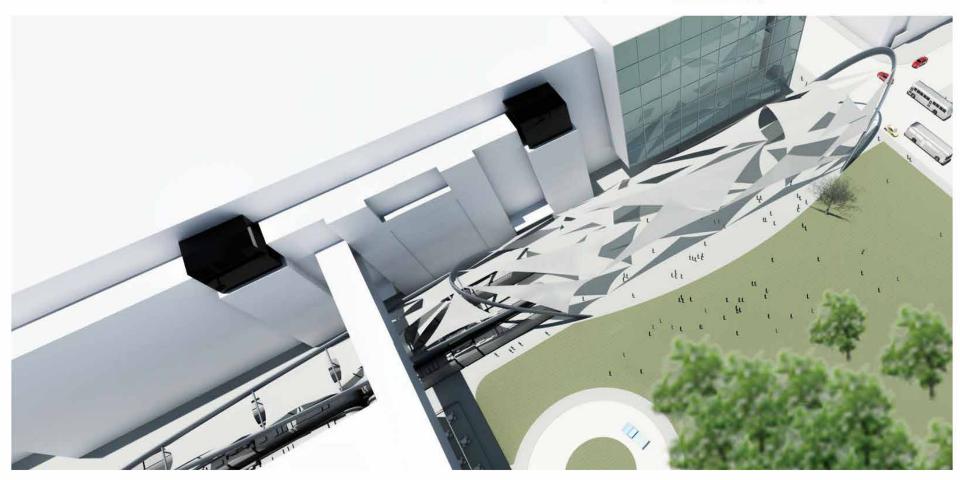
concept: 2 sail







concept:3 gateway





concept:3 gateway



concept:3 gateway





concept:3 gateway





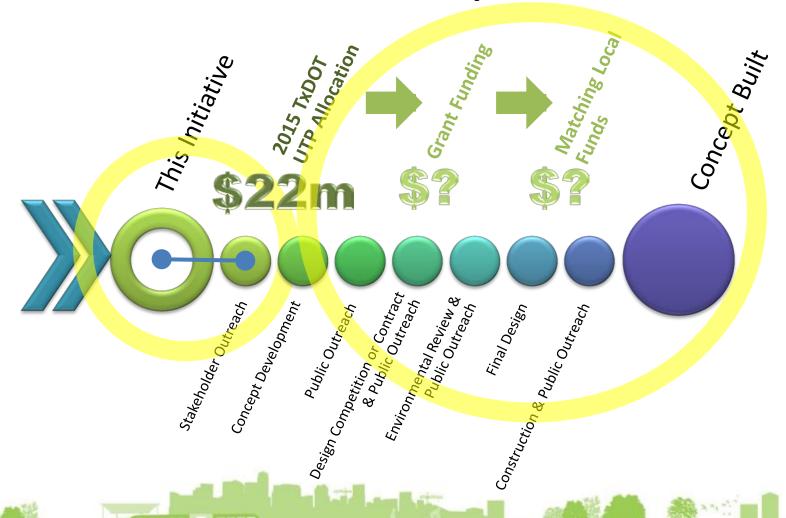


Next Steps

- Receive comments today and complete project definition concept
 - Includes limited additional technical evaluation and preliminary cost estimate
- Identify additional funding
- Initiate public involvement and continue stakeholder engagement
- Kick off next design phase and environmental review



Next Steps





Thank you!