



Capital Metro Downtown Multimodal Station

Open House

December 11, 2015



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)

- Movements of various modes are not compatible in constrained space

3

Accommodate future multimodal needs

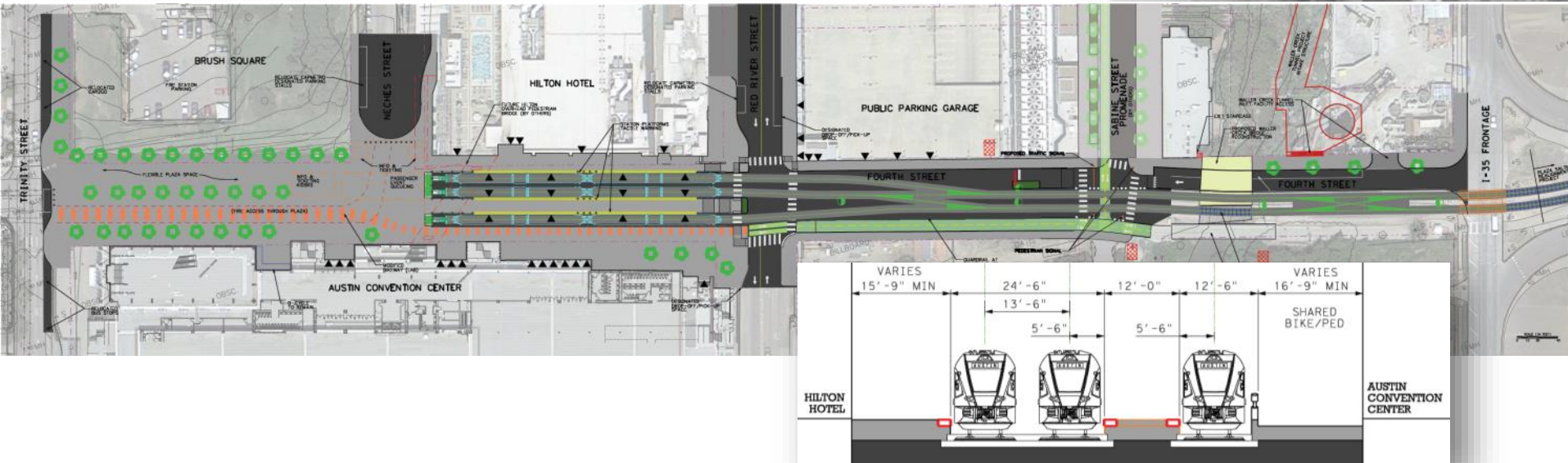
- Additional rail and local circulator routes

4

Improve aesthetics and compatibility with urban context

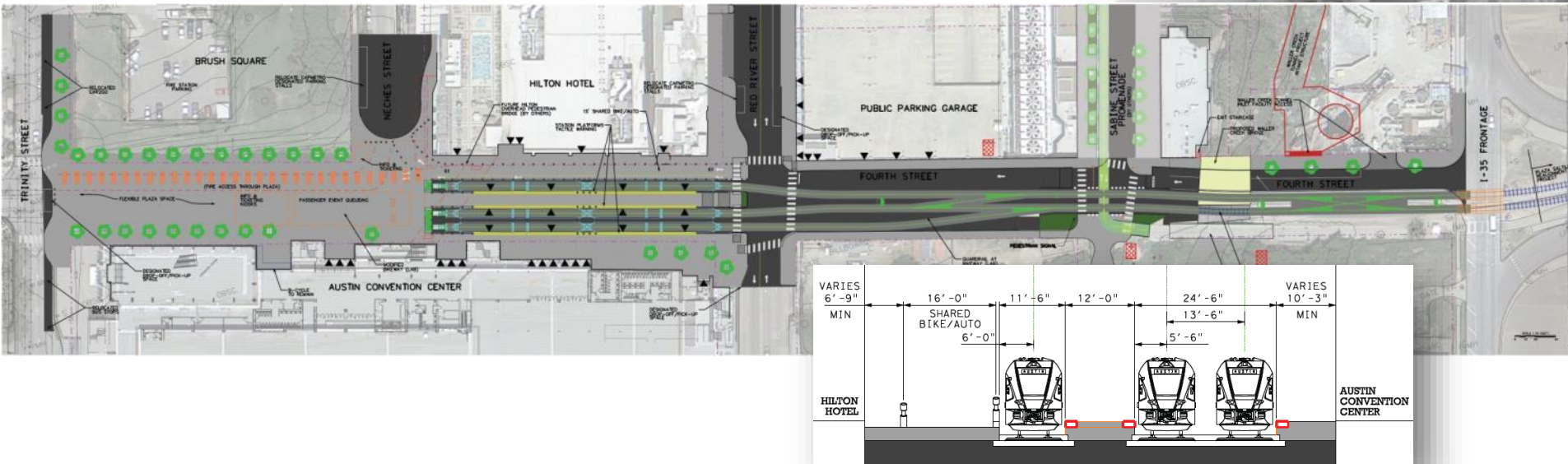
- Great Streets principles

Concept 1



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

Concept 2



- 3 platform positions that accommodate (future) 2-car consists
- **Shared-use auto/bicycle access** on 4th St (Sabine to Neches)
- Pedestrian and transit queuing Plaza (Neches to Trinity)
- Lance Armstrong Bikeway (modified for enhanced safety and awareness through platform/plaza area)

Concept Confirmation Process



**Stakeholder/Agency
Input**

**Public
Input**

Technical Evaluation Criteria

Concept Confirmation

Preferred Concept

Building Support



Recent Stakeholder Coordination

- Austin Transportation Department
- Austin Fire Department, Police Department and EMS
- Austin Convention Center
- Austin Energy
- Hilton Hotel
- City of Austin Economic Development
- City of Austin Parks and Recreation
- City of Austin Public Works
- City of Austin ROW
- City of Austin Special Events
- City of Austin Urban Design / Great Streets
- City of Austin Watershed Protection
- Downtown Austin Alliance
- TxDOT
- Waller Creek Conservancy



Public & Stakeholder Input



- Many recognize the benefits of a conflict-free pedestrian space
- Stakeholders and coordinating agencies in favor of safety improvements and supporting multimodal mobility improvements
- Some public input has expressed traffic concerns with removing autos from this segment 4th street.

Citizen Feedback

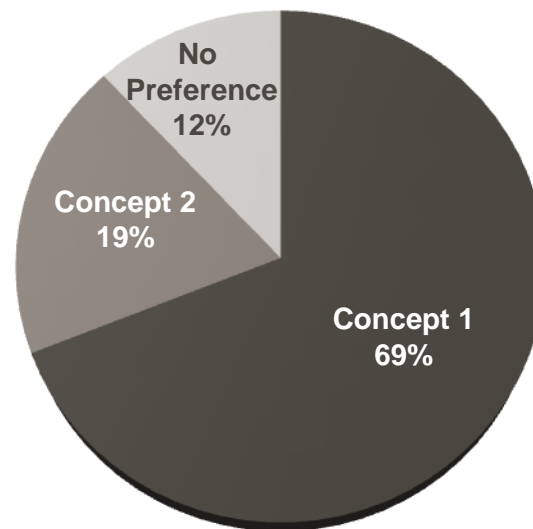
"I like the idea of having more pedestrian area. The vehicle lane isn't really that useful anyway."

"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."



Concept Preference



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 – Overall



Evaluation Metric	Concept 1 (Vacate Auto Access on 4th)	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

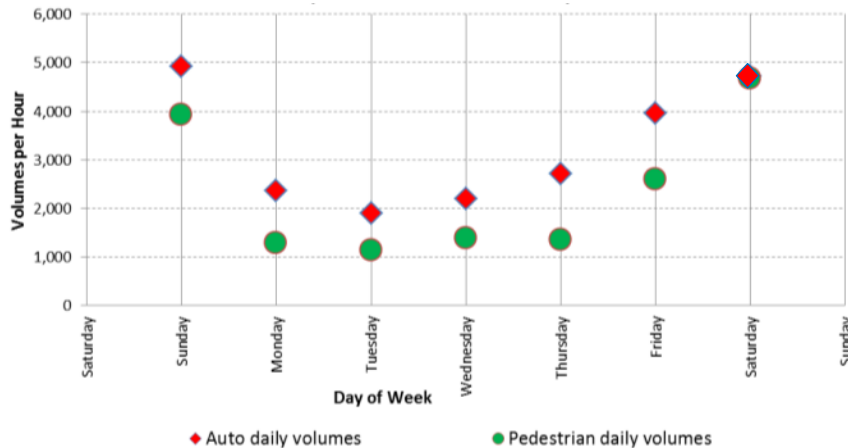
- **Concept 1** is the best solution for reducing safety conflicts, meeting transit operational requirements, improving multimodal accessibility, and is consistent with the urban context

4th Street Traffic

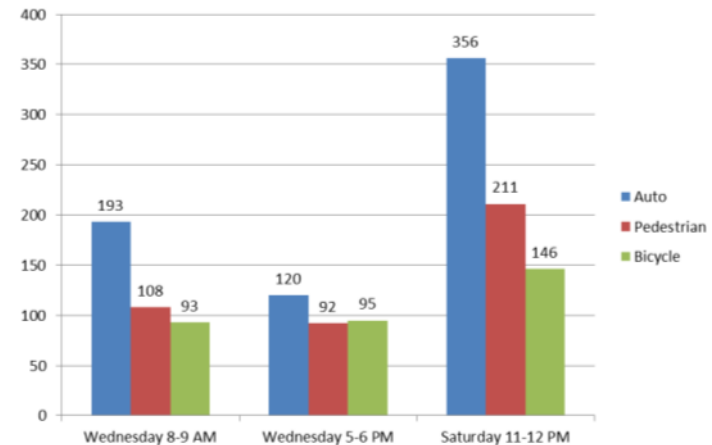


- Heavy pedestrian & bicycle volumes
 - Combined more than auto traffic
 - Pedestrian counts only include the intersection of 4th and Neches
 - *E-W pedestrian movements along Convention Center sidewalk not included*
 - *Doesn't take into account the people passing through on MetroRail*
- Restricted vehicular access on 4th Street will provide a better environment for the many pedestrians already using this area

Auto & Pedestrian
Daily Volumes on 4th Street



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

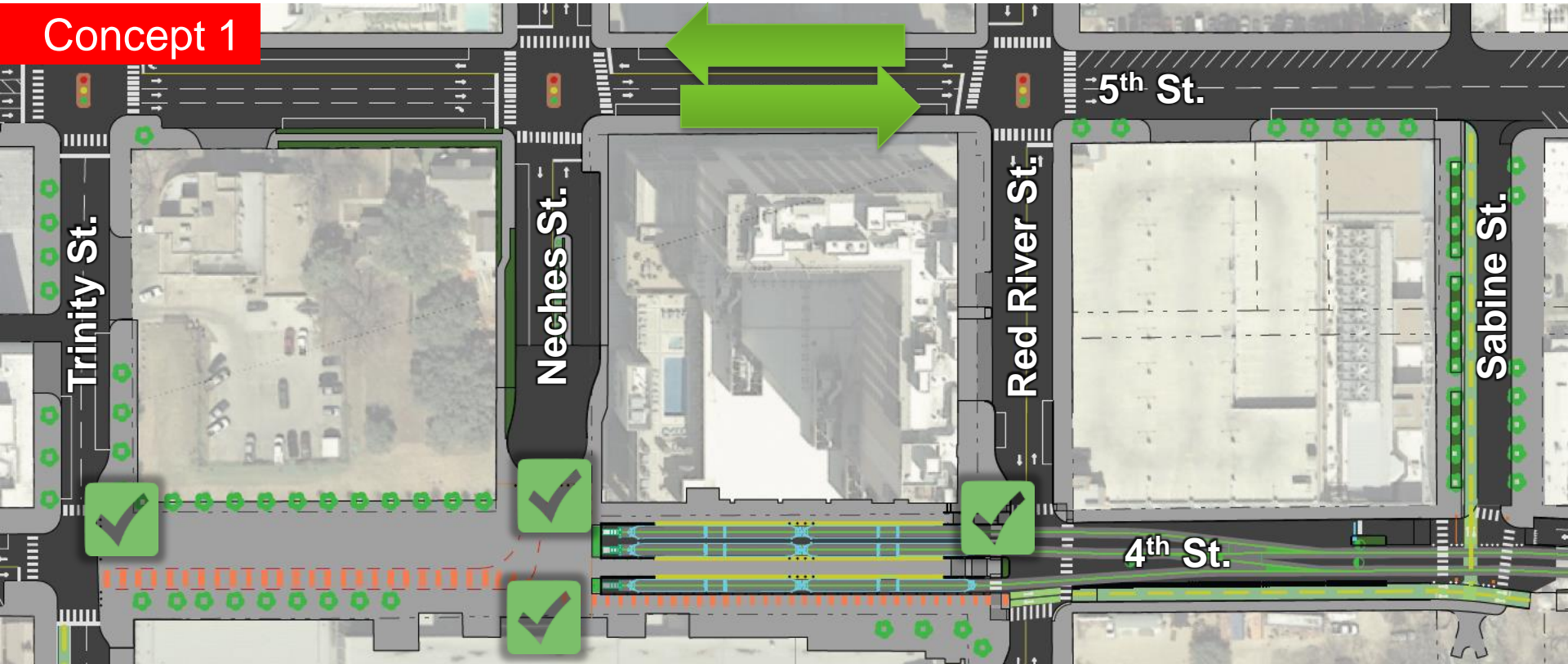


5th Street 2-Way Conversion

Traffic and Accessibility



Concept 1



- Elimination of auto/ped. conflict points and reduction of bike conflicts
- Conversion of Trinity and 5th St. to two-way has additional accessibility benefits

Project Schedule

