RAIL STATION MASTER PLAN

BATON ROUGE, LA

MEETING SUBJECT

Public Meeting

DATE

JUNE 19, 2018

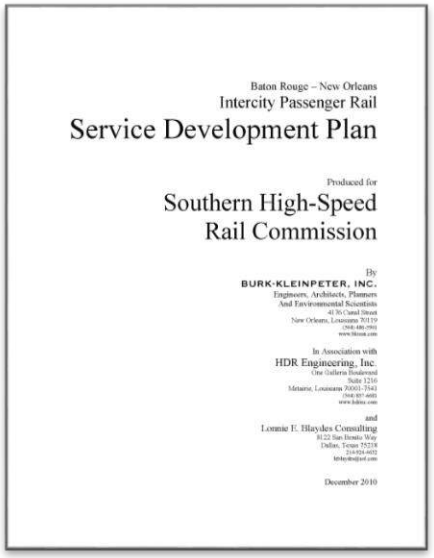
PRESENTATION TOPICS

- Overview and background
- Stakeholder input and themes
- Station program elements
- Site options and analysis
- Conceptual design plans
- Next steps

BR-NO CORRIDOR BACKGROUND

- Baton Rouge to New Orleans Intercity Passenger Rail
  - 80 mile corridor
  - 7 stations total
  - Links major population centers
  - Supports emergency evacuation
  - Accommodates personal and business trips
  - Connects with the planned Gulf Coast Corridor (Houston-Atlanta)

PRIOR BR-NO CORRIDOR STUDIES


Baton Rouge – New Orleans
Intercity Passenger Rail
Service Development Plan

Produced for
Southern High-Speed
Rail Commission

By
BURK-KLEINPETER, INC.
Engineers, Architects, Planners
And Environmental Scientists

In Association with
HDR Engineering, Inc.

and
Lonnie E. Hlaydes Consulting

December 2010

Service Development Plan (2010)

Recommendations for incremental, higher speed service

- 461,000 annual riders to 886,400 riders
- 4 round trips to 8 round trips
- 79 mph to 110 mph
- $450 million capital cost

Strategic Business Plan (2014)

Strategy to implement startup service

- 210,000 annual riders
- 2 rounds trips
- 79 mph maximum speeds
- $250 million capital cost

STATION MASTER PLAN OVERVIEW

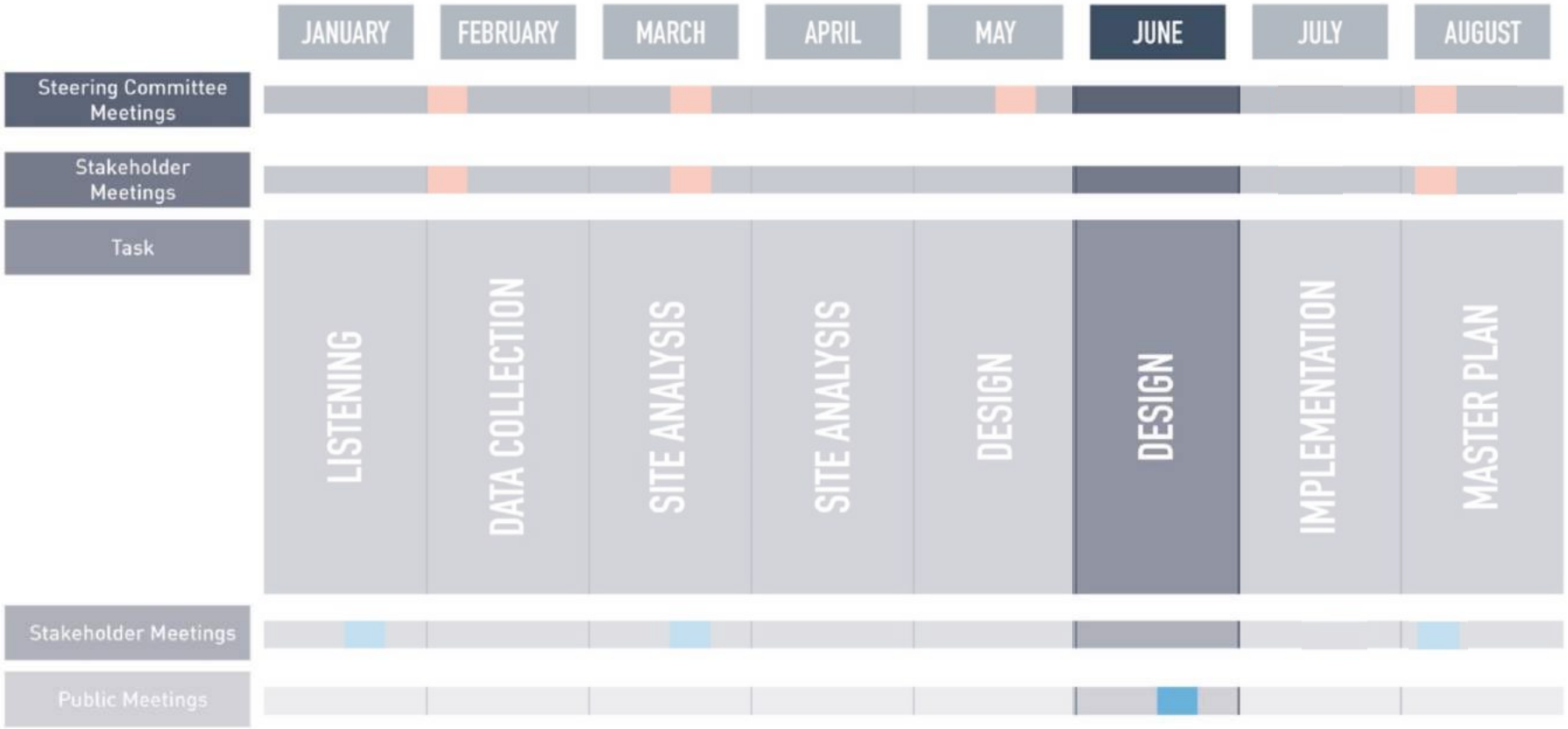
- Purpose of study
  - Conduct planning and conceptual design activities for the placement of two state-of-the-art, multimodal passenger rail stations in Baton Rouge.
    - Downtown Station – Mid City
    - Suburban Station – Health District
- Study phases
  - Station site analysis and selection
  - Station design concepts
  - Funding and implementation strategies
  - Public, stakeholder and agency input

STATION MASTER PLAN TEAM

EAST BATON ROUGE REDEVELOPMENT AUTHORITY

HNTB	Stantec	MANNING ARCHITECTS	FREGONESE ASSOCIATES	FRANKLIN ASSOCIATES	CNT
Lead Consultant	Traffic Circulation	Architectural Design	Land Use Planning	Public Engagement	Equitable TOD

STATION MASTER PLAN SCHEDULE



MASTER PLAN OUTREACH MEETINGS

- Steering Meetings
  - 1/31/18: Meeting #1
  - 3/21/18: Meeting #2
- Stakeholder Meetings
  - 1/31/18: Suburban #1
  - 2/01/18: Downtown #1
  - 3/21/18: Downtown #2
  - 3/22/18: Suburban #2
- Individual Meetings
  - Health District representatives
  - CATS
  - Baton Rouge General Hospital
  - Property owners/developers
  - Amtrak
  - Louisiana Multimodal Commissioner
  - Entergy representatives
- Public Meeting
  - June 19, 2018

GUIDING PRINCIPLES

Guiding principles for station site selection and design is based on feedback from the Steering Committee and Stakeholders:

- True transit oriented development – integration into the site
- Fully multimodal – respecting all modes of transportation/travel
- Sized and scaled appropriately to fit the context of the area for the Downtown Station
- Sized and scaled appropriately to fit multiple use opportunities for the Health District Station
- Opportunity for a phased approach
- Accommodate flexibility now and into the future

STATION PROGRAM ELEMENTS

- Typical intercity station features (Amtrak design standards)
  - Platform
  - Canopy
  - Passenger waiting area
  - Drop off/pick up area
  - Multimodal access and circulation
  - Parking (short term and long term)
  - Complementary uses and amenities


Memphis, Tennessee


Birmingham, Alabama


Springfield, Massachusetts

STATION RIDERSHIP ASSUMPTIONS

	Start Up Service	Mid-Term Service	Long-Term Service
Service Levels			
Round trips	2	6	8
Trains per day	4	12	16
Train speeds	79 mph	90 mph	110 mph
Downtown			
Annual riders	96,000	290,000	400,000
Daily riders	350	1,000	1,500
Suburban			
Annual riders	41,000	126,000	173,000
Daily riders	150	460	640

Notes: Ridership based on prior 2010 and 2014 corridor studies; Daily riders based on Amtrak formula; Ridership figures to be updated during subsequent corridor project phases.

STATION SITE EVALUATION AND SELECTION

Site Selection Process

Review existing conditions and relevant plans.

Identify and confirm site options.

Evaluate site options based on criteria and functionality tests.

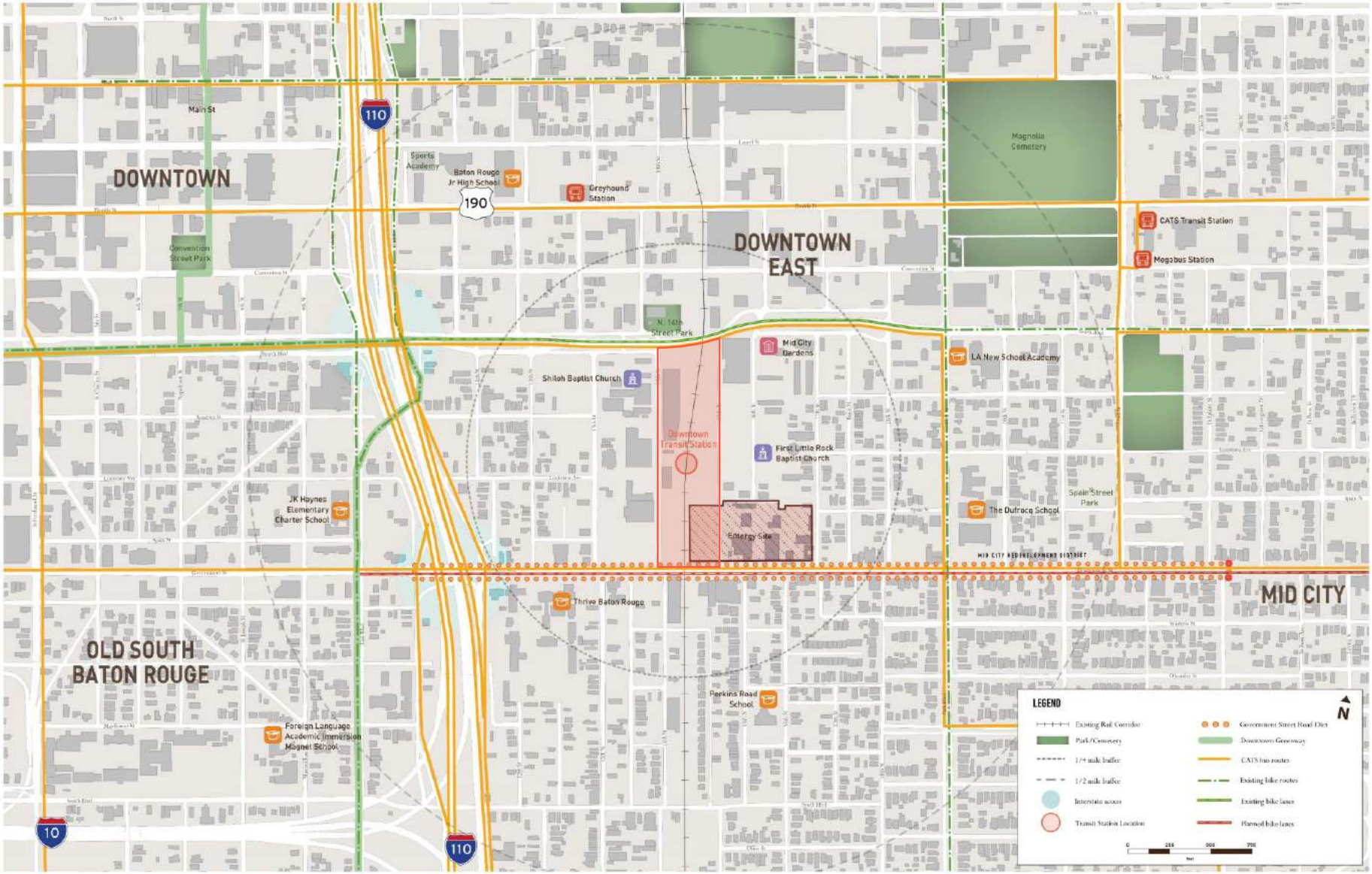
Obtain public and stakeholder input.

Select a preferred site for each location.

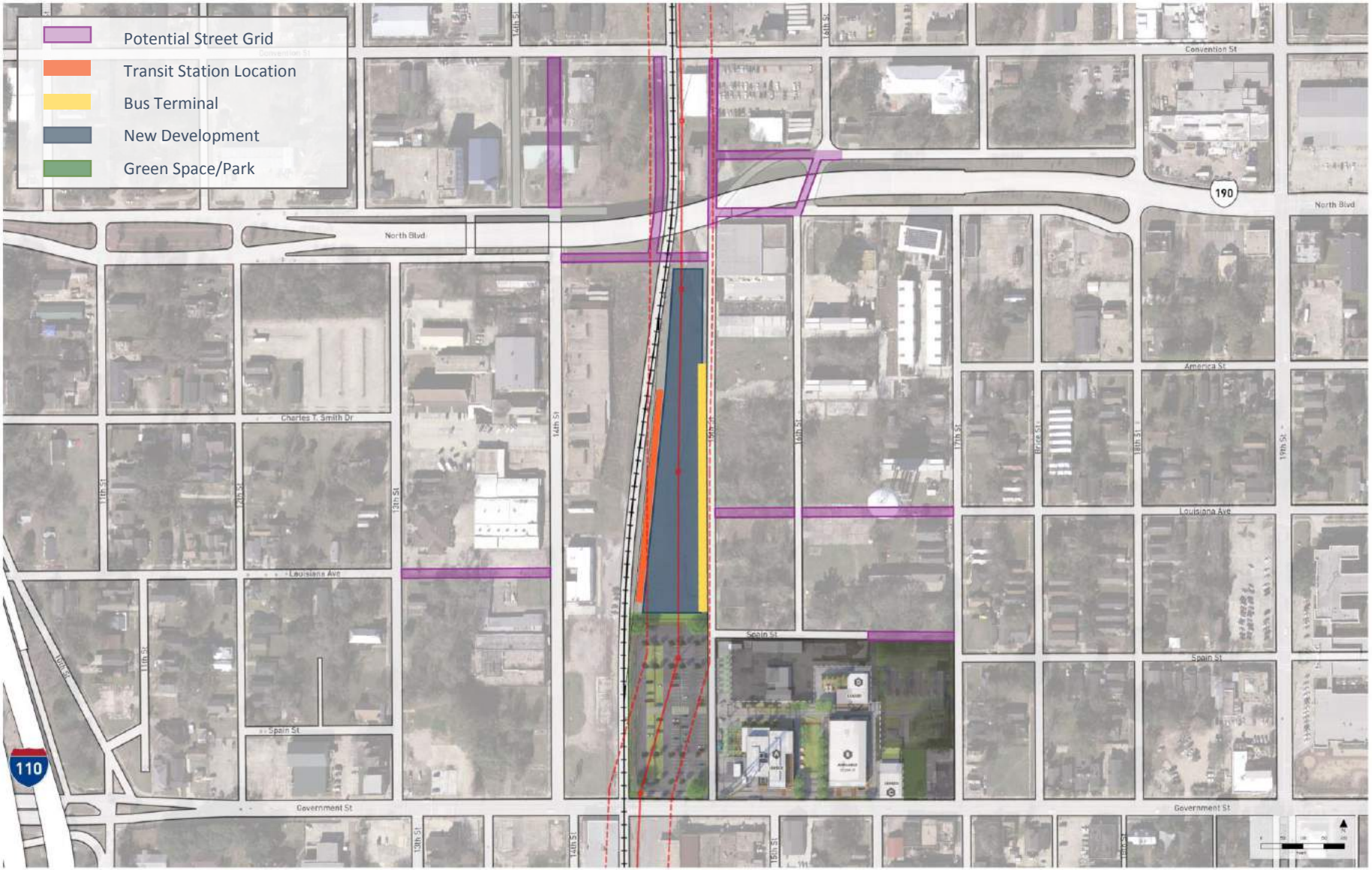
Evaluation Criteria

- Site use and ownership
- Transportation connectivity
- Land use and development
- Activity generators
- Equitable growth
- Physical site features
- Railroad operations
- Environmental resources
- Public/stakeholder input
- Site size and configuration

DOWNTOWN STATION MAP



DOWNTOWN STATION – EAST OF TRACKS



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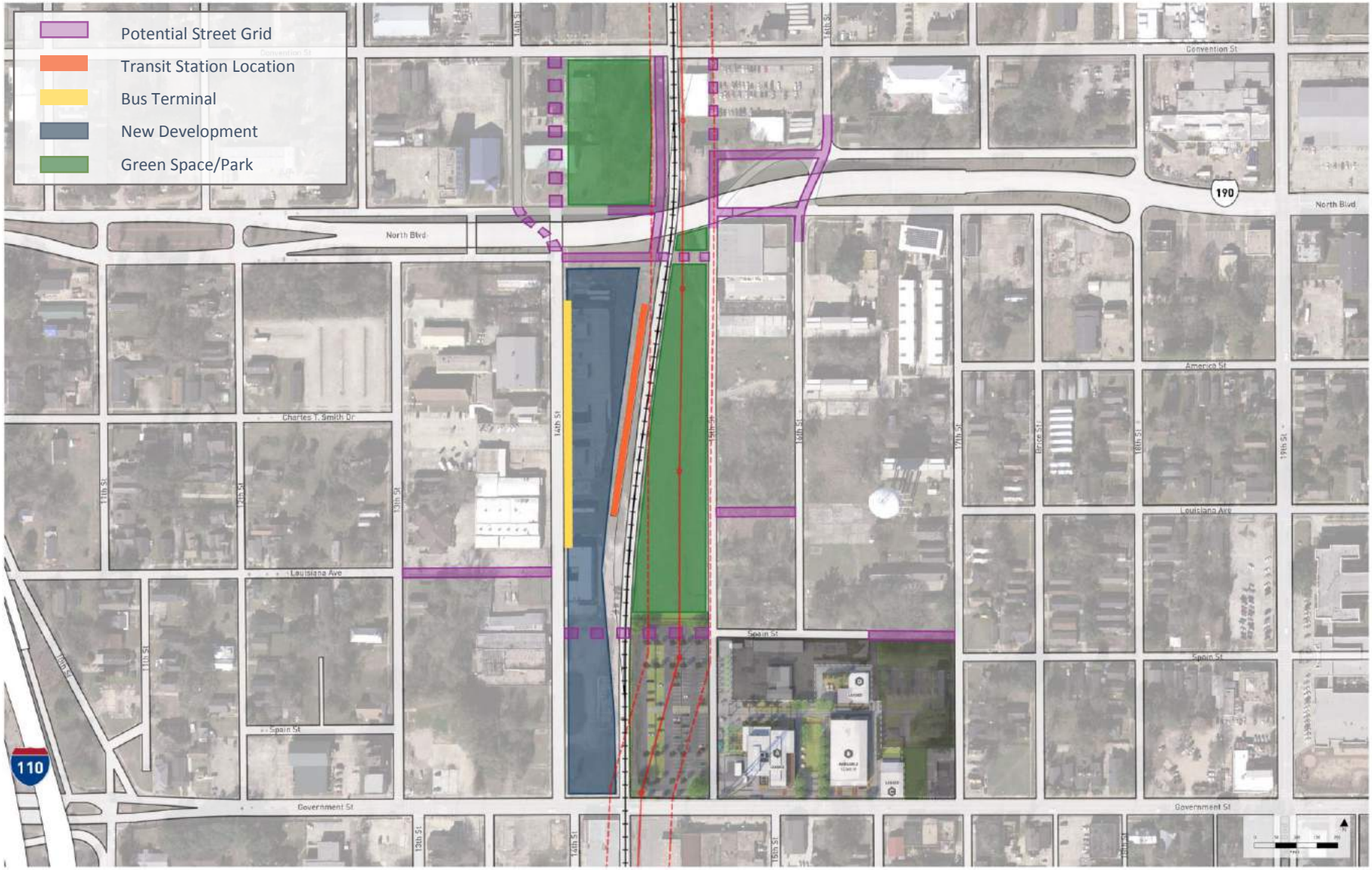

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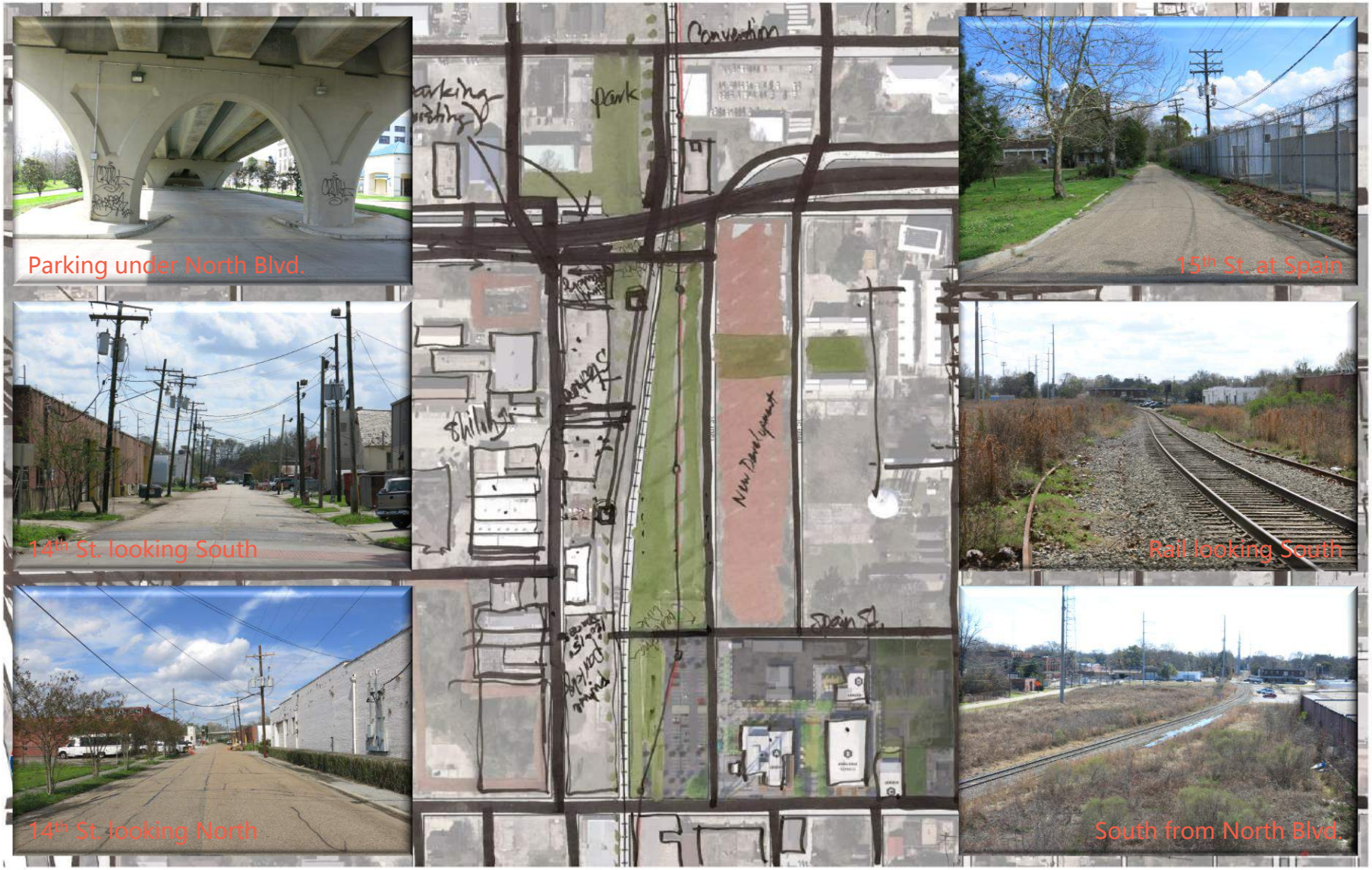


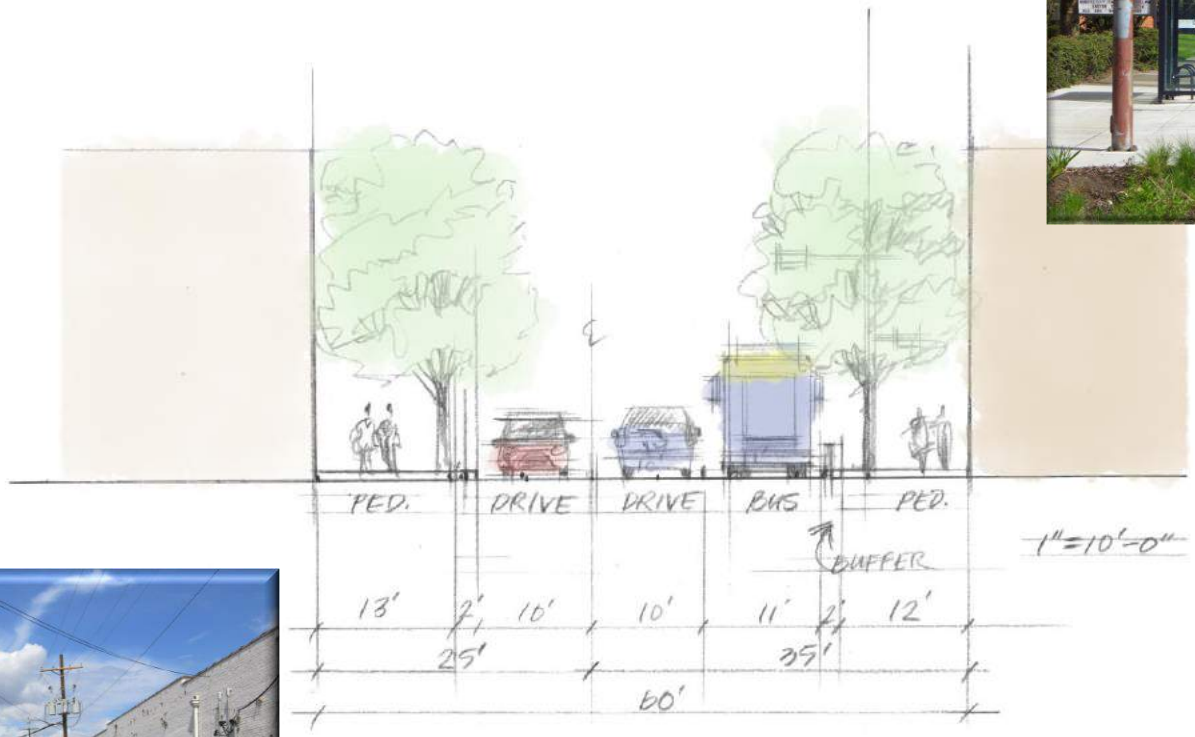
DOWNTOWN STATION – WEST SIDE OF TRACKS VIEW NORTHWEST


Fort Worth, Texas


Memphis, Tennessee

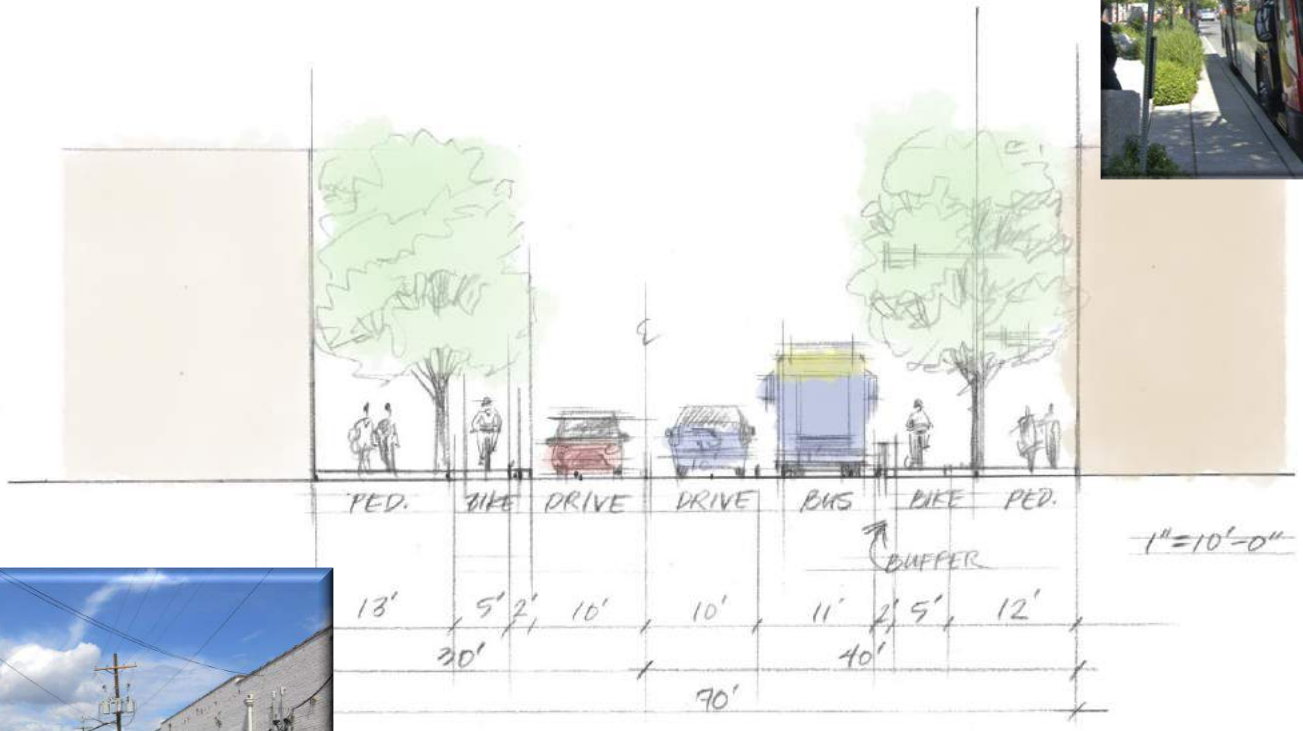

Springfield, Massachusetts

DOWNTOWN STATION – WEST OF TRACKS
14TH STREET CROSS SECTION



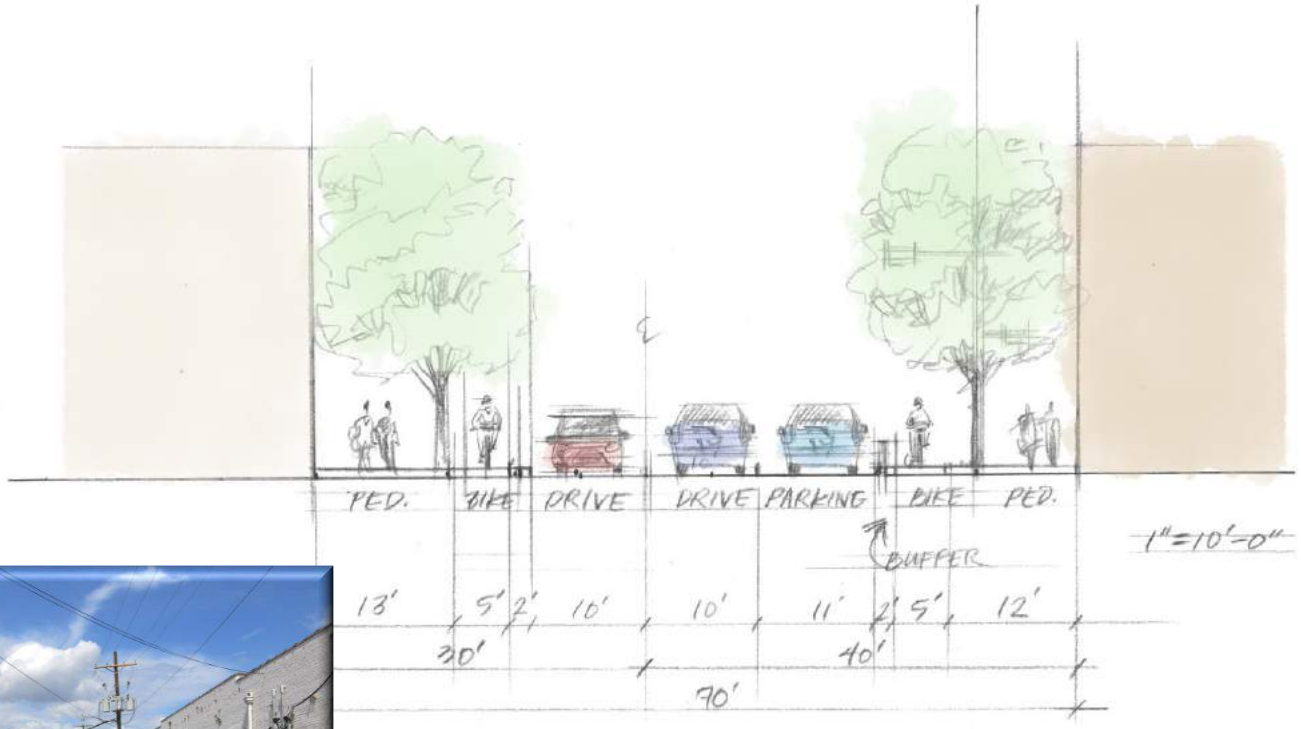
14th Street
PROPOSED CROSS SECTION

DOWNTOWN STATION – WEST OF TRACKS
14TH STREET CROSS SECTION



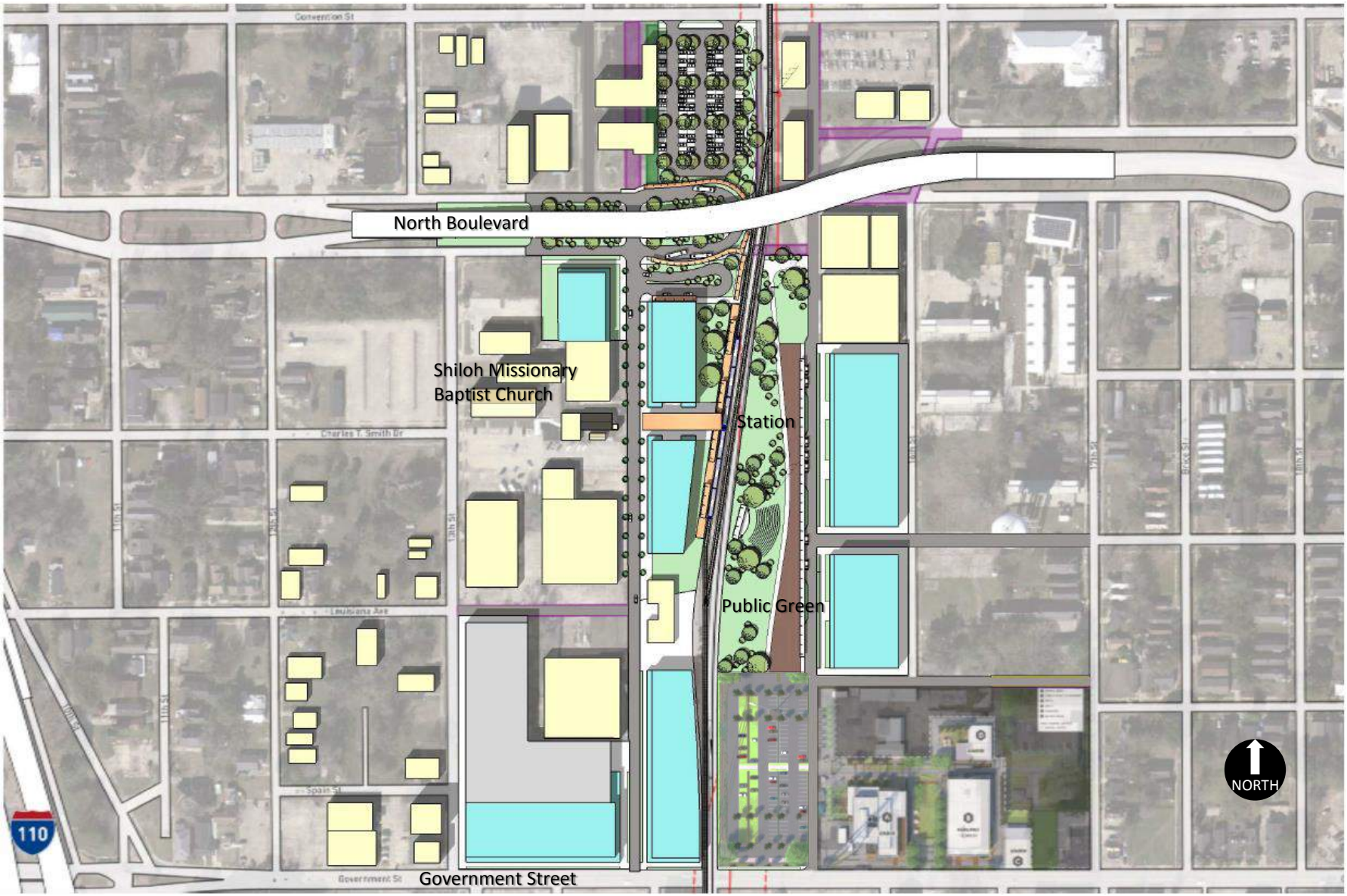
14th Street with Bike Lane
PROPOSED CROSS SECTION

DOWNTOWN STATION – WEST OF TRACKS
14TH STREET CROSS SECTION



14th Street with Bike Lane
PROPOSED CROSS SECTION

DOWNTOWN STATION – DESIGN – Option 1



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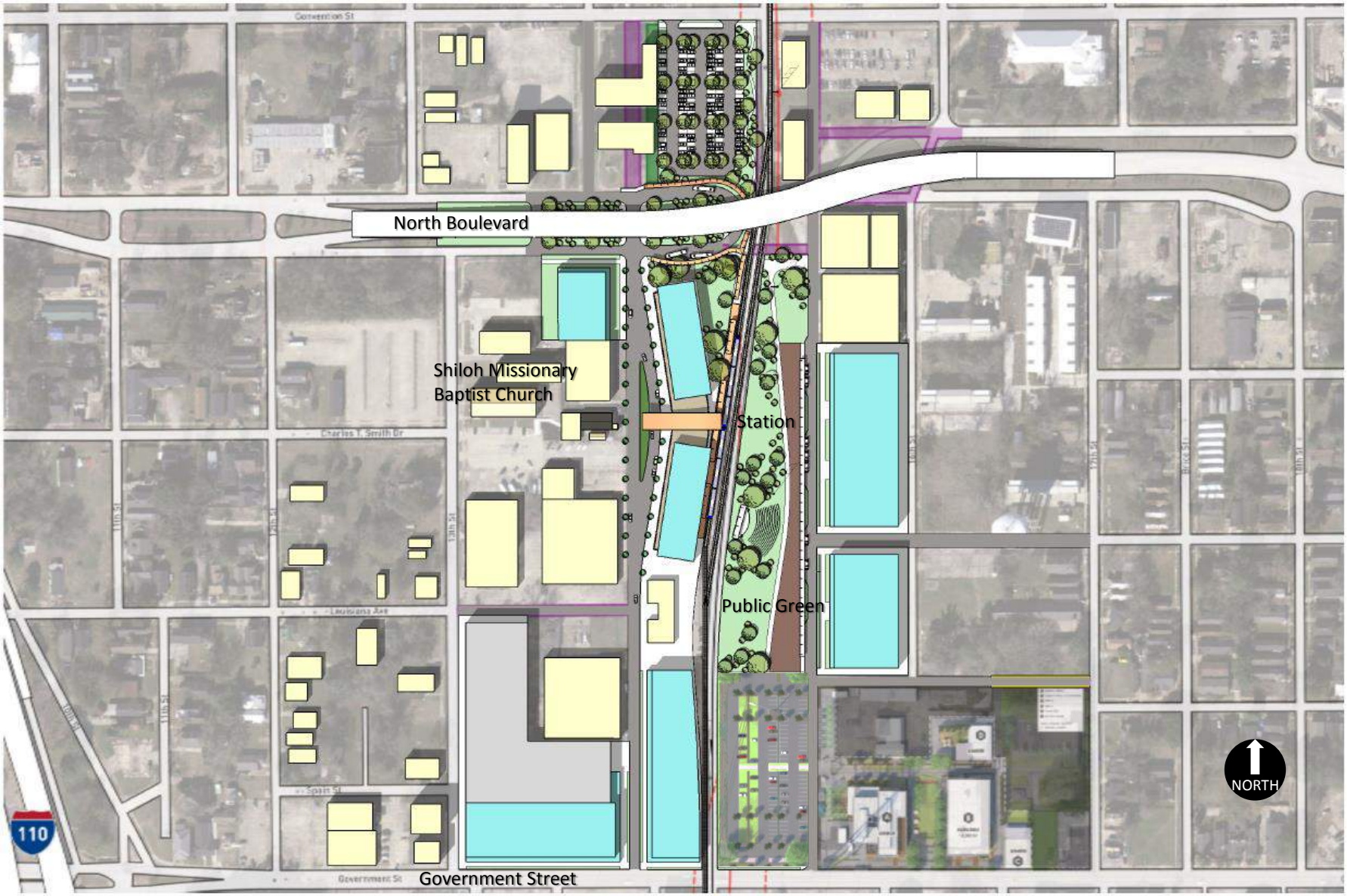
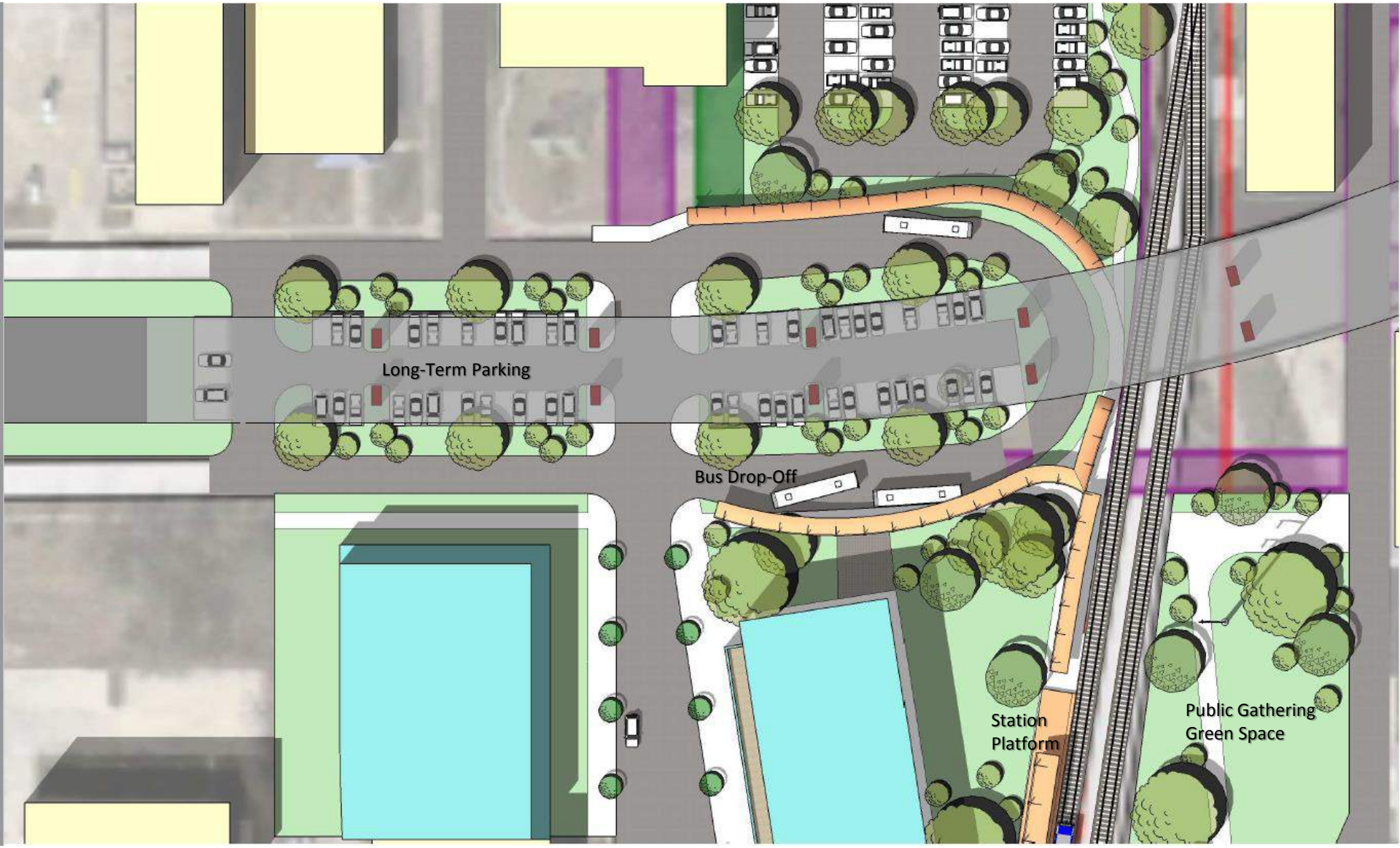
DOWNTOWN STATION – DESIGN – Option 2



DOWNTOWN STATION – DESIGN – Option 2



DOWNTOWN STATION – DESIGN – Option 2

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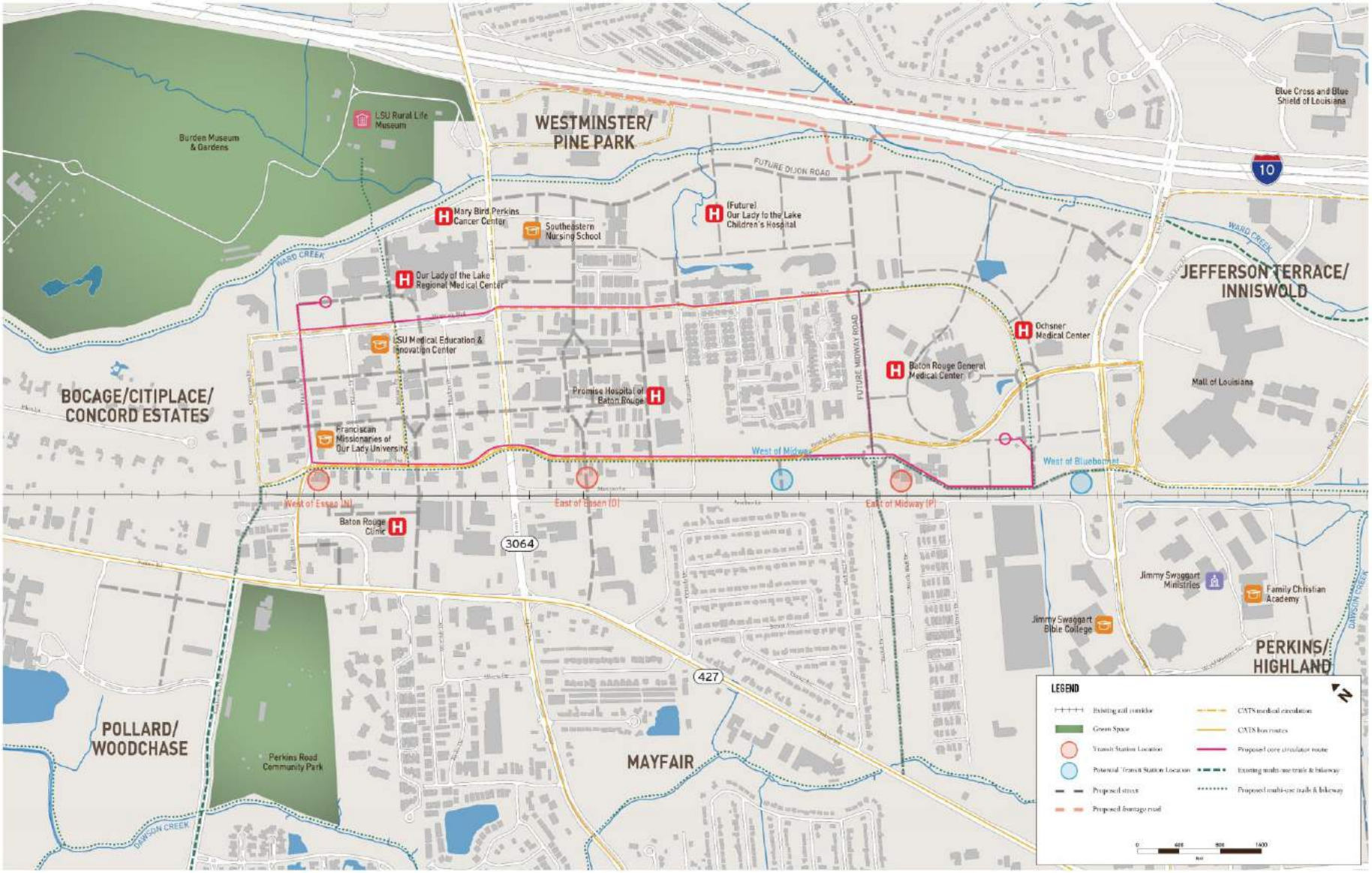
SUBURBAN STATION SITE OPTIONS



SUBURBAN STATION – WEST OF ESSEN (N)

West of Essen Lane (N) Site Option

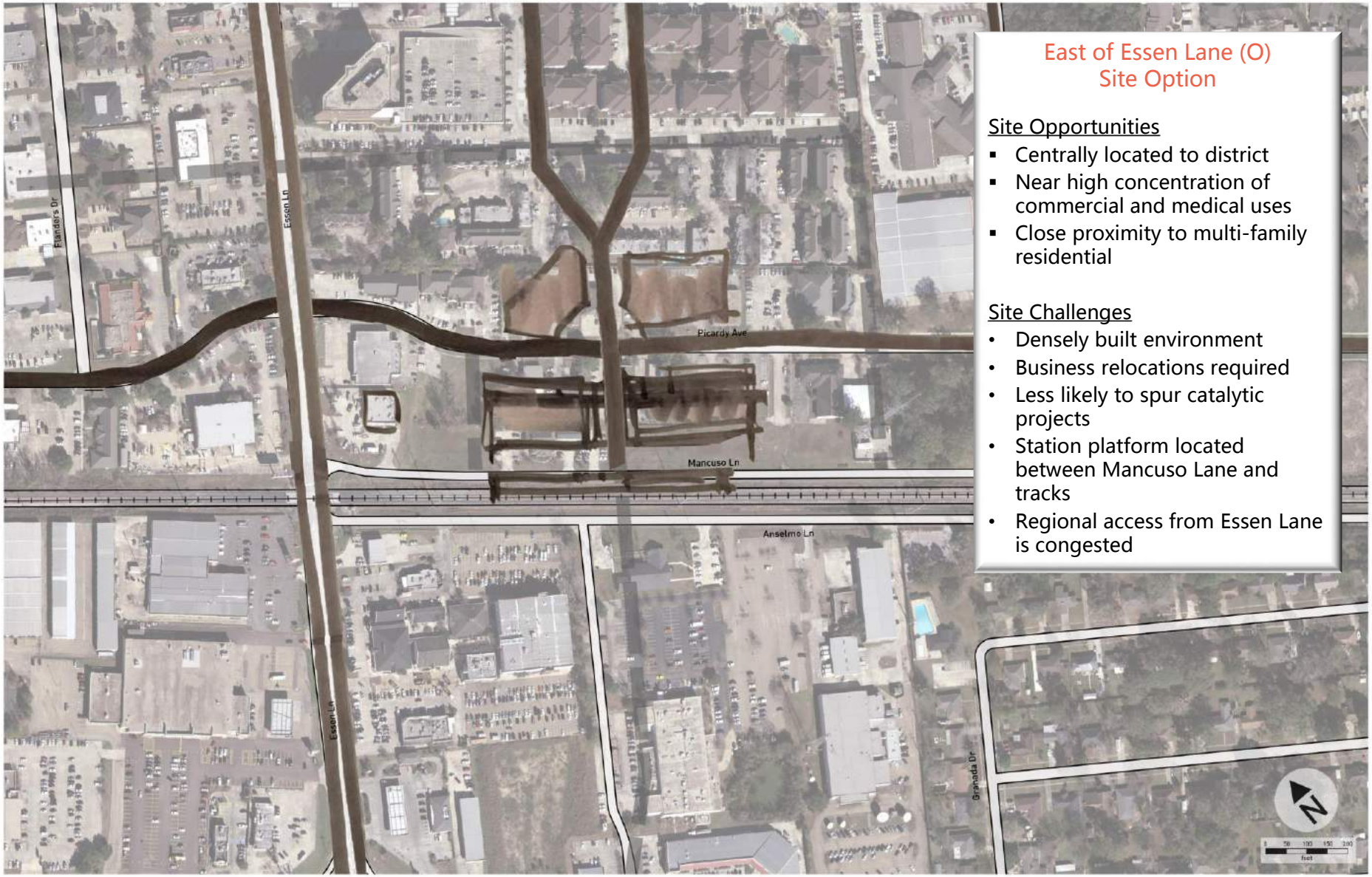
Site Opportunities

- Near high concentration of commercial and medical uses

Site Challenges

- Densely built environment
- Business relocations required
- Less likely to spur catalytic projects
- Regional access from Essen Lane is congested

SUBURBAN STATION – EAST OF ESSEN (O)



East of Essen Lane (O) Site Option

Site Opportunities

- Centrally located to district
- Near high concentration of commercial and medical uses
- Close proximity to multi-family residential

Site Challenges

- Densely built environment
- Business relocations required
- Less likely to spur catalytic projects
- Station platform located between Mancuso Lane and tracks
- Regional access from Essen Lane is congested

SUBURBAN STATION – WEST OF MIDWAY

West of Midway Site Option

Site Opportunities

- Centrally located to district
- Currently undeveloped land
- Next to planned Midway road
- Adjacent to residential uses
- Potential to spur adjacent catalytic projects

Site Challenges

- Less direct regional access
- Midway not funded

SUBURBAN STATION – EAST OF MIDWAY (P)

East of Midway (P)
Site Option

Site Opportunities

- Adjacent to proposed Midway
- Single property owner (General)
- Potential for adjacent catalytic projects (vacant land present)

Site Challenges

- Site occupied by General Hospital facilities
- Midway not funded
- Less direct regional access

SUBURBAN STATION – WEST OF BLUEBONNET A

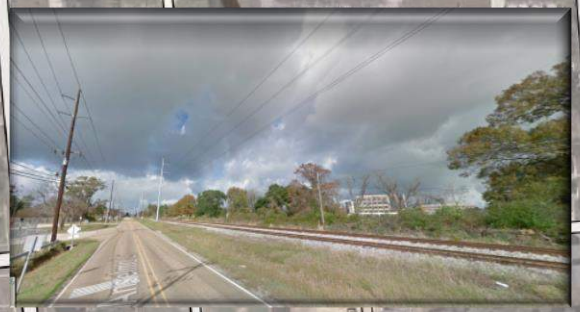
West of Bluebonnet
Site Option A

Site Opportunities

- Best site to integrate station with TOD
- Placemaking opportunity for Health District
- Opportunity to increase housing for Health District workers
- Potential public-private partnership with hospital
- High visibility

Site Challenges

- Not centrally located in district
- Bluebonnet is congested during peak periods
- Requires transit circulator so all Heath District users benefit from station



SUBURBAN STATION – WEST OF BLUEBONNET B

West of Bluebonnet Site Option B

Site Opportunities

- Best site to integrate station with TOD
- Placemaking opportunity for Health District
- Opportunity to increase housing for Health District workers
- Potential public-private partnership with hospital
- Regional transportation access
- High visibility

Site Challenges

- Not centrally located in district
- Bluebonnet is congested during peak periods
- Requires transit circulator so all Heath District users benefit from station

SUBURBAN STATION – DESIGN – In Progress Images…

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NEXT STEPS

- Review public comments
- Confirm station site selection recommendations
- Refine design concepts
- Identify funding and implementation strategies
- Complete master plan document

Thank you.