RAIL STATION MASTER PLAN
Baton Rouge, LA

MEETING SUBJECT
Public Meeting

DATE
June 19, 2018
• Overview and background
• Stakeholder input and themes
• Station program elements
• Site options and analysis
• Conceptual design plans
• Next steps
• 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)
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
• **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
<table>
<thead>
<tr>
<th>Lead Consultant</th>
<th>Traffic Circulation</th>
<th>Architectural Design</th>
<th>Land Use Planning</th>
<th>Public Engagement</th>
<th>Equitable TOD</th>
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<tbody>
<tr>
<td>HNTB</td>
<td>Stantec</td>
<td>Manning Architects</td>
<td>Fregonese Associates</td>
<td>Franklin Associates</td>
<td>CNT</td>
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</tbody>
</table>
STATION MASTER PLAN SCHEDULE

STEERING COMMITTEE MEETINGS

STAKEHOLDER MEETINGS

TASK

JANUARY | FEBRUARY | MARCH | APRIL | MAY | JUNE | JULY | AUGUST

LISTENING | DATA COLLECTION | SITE ANALYSIS | SITE ANALYSIS | DESIGN | DESIGN | IMPLEMENTATION | MASTER PLAN

STAKEHOLDER MEETINGS

PUBLIC MEETINGS
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 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
• 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
## Station Ridership Assumptions

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

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.
Site Selection Process

1. Review existing conditions and relevant plans.
2. Identify and confirm site options.
3. Evaluate site options based on criteria and functionality tests.
4. Obtain public and stakeholder input.
5. 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 – WEST SIDE OF TRACKS VIEW NORTHWEST

Memphis, Tennessee

Fort Worth, Texas

Springfield, Massachusetts
14th Street
PROPOSED CROSS SECTION
14th Street with Bike Lane
PROPOSED CROSS SECTION
14th Street with Bike Lane
PROPOSED CROSS SECTION
DOWNTOWN STATION – DESIGN – Option 1

North Boulevard
Shiloh Missionary Baptist Church
Station
Public Green
Government Street
DOWNTOWN STATION - DESIGN - Option 1

- Long-Term Parking
- Bus Drop-Off
- Station Platform
- Public Gathering Green Space
- Drop-Off
Shiloh Missionary Baptist Church

14th Street

15th Street

Public Gathering/Green Space

Public Plaza

North Blvd.
SUBURBAN STATION SITE OPTIONS
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
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
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
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 Health District users benefit from station
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 Health District users benefit from station
SUBURBAN STATION – DESIGN – In Progress Images...
Station Platform
SUBURBAN STATION – DESIGN – In Progress Images...
SUBURBAN STATION - DESIGN - In Progress Images...
NEXT STEPS

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