

Downtown Great Streets City of Austin

Planning and Development Review
Urban Design Division

“Streets are for People”



Presentation Outline:

1. Background Information
2. Great Streets Master Plan
3. Implementation of Great Streets
4. Discussion and Questions



1839 Plan of Austin - Edwin Waller

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- This is a historical map of the Fort Worth, Texas area, showing a grid of streets and blocks. The Colorado River is visible at the bottom. Key landmarks include the Penitentiary, Jail, and various churches and schools. A large green rectangular area is highlighted in the upper center, labeled 'Labeled' and 'Green'.
- The map features a grid of streets and blocks. The Colorado River is shown at the bottom, with the city of Fort Worth situated along its banks. The map includes numerous street names and block numbers, providing a detailed view of the urban layout. A large green rectangular area is highlighted in the upper center, labeled 'Labeled' and 'Green'.
- Key landmarks and features include:
- Penitentiary:** Located in the lower left corner.
 - Jail:** Located in the lower center.
 - Churches:** Several churches are marked, including St. Mary's, St. John's, and St. Peter's.
 - Schools:** Various schools are indicated, such as St. Mary's School and St. John's School.
 - Streets:** Major streets like Broadway, Main, and Market are shown, along with numerous smaller streets.
 - Blocks:** The map is divided into a grid of blocks, each labeled with a number.
- The map is a valuable historical document, providing a detailed view of the urban layout of Fort Worth, Texas, in the late 19th century.

WHY FOCUS ON DOWNTOWN STREETS?

Some Facts:

Area of Downtown: 1,056 acres

Percentage of Downtown occupied by parks, open space, and streets (“the public realm”): 47% (494 acres)

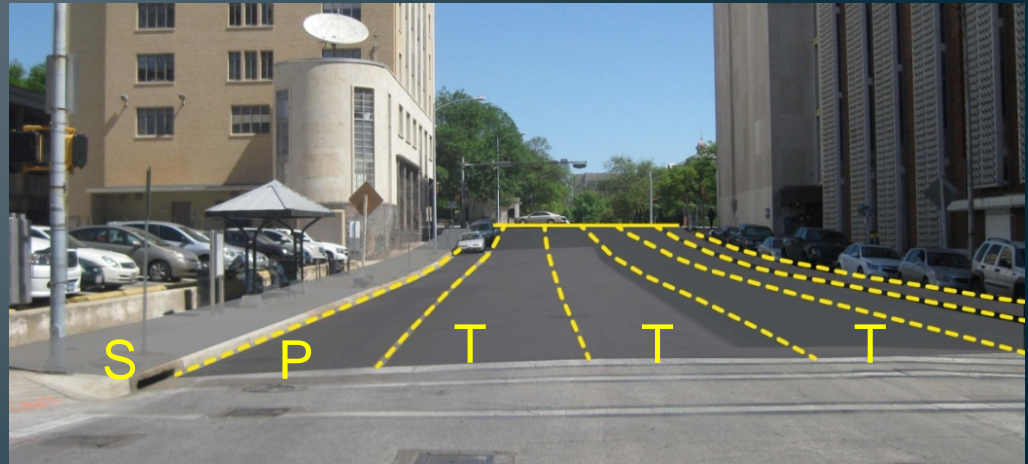
Percentage of Downtown occupied by parks and open space: 12% (130 acres)

Percentage of Downtown occupied by streets: 35% (364 acres)

Pre – Great Streets Typical R.O.W. Allocation

Typical Downtown Street Right-of-Way Assignment (80' ROW)

- 4 – vehicle travel (T) lanes – 11' each (44')
- 2- parking (P) lanes – 8' each (16')
- 2 – sidewalks (S) – 10' each (20')
- 60' (75%) assigned to cars
- 20' (25%) assigned to all other modes



GREAT STREETS STANDARDS TYPOLOGY

ALWAYS:

- 2 – sidewalks – 18' each*
- 55% dedicated for cars (44') and 45% for pedestrians (36')
- Street Furnishings – benches, bike racks, trash receptacles
- New Street Lighting

* 2nd St. 32' north sidewalk



GREAT STREETS STANDARDS TYPOLOGY

3 Options:

- 4 – vehicle travel lanes, 11' each, and
- No on-street parking lane

OR:

- 3 – vehicle travel lanes – 11' each, and
- 1 – parking lane – 8'

OR:

- 4 – vehicle travel lanes – 11' each, and
- Inset parking lanes one or both sides



GOALS AND OBJECTIVES

- Create Streets as Places
- Create Interactive Streets
- Re-distribute and balance use of the right-of-way (public realm)
- Encourage private sector initiatives to activate the street scenes
- Occupy the wider sidewalk zone with an array of well designed, functional elements
- Incorporate Public Art
- Recognize managed congestion is healthy



IMPLEMENTATION OF GREAT STREETS

Great Streets in Austin are built in one of three ways:

1. City of Austin Capital Improvement Projects (CIP) - In coordination with the Public Works Department Downtown Street Reconstruction Program

Projects completed:

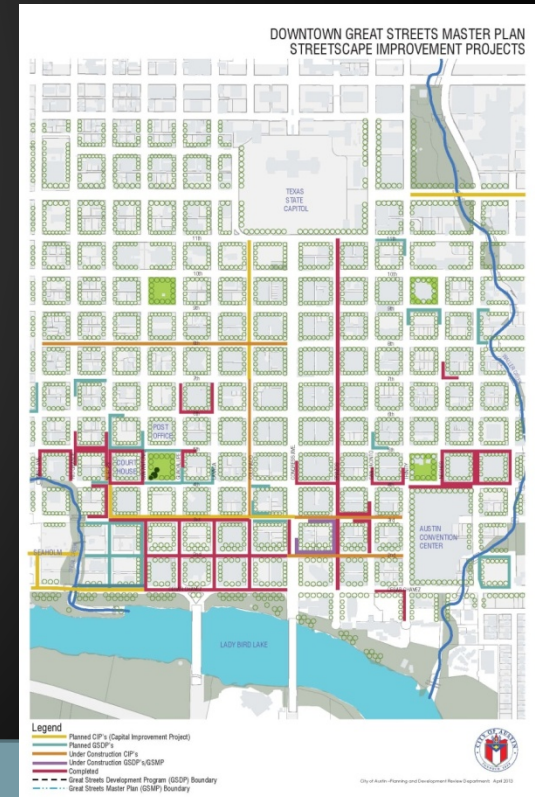
- Cesar Chavez Esplanade Phase I (San Antonio – Congress)
- Brazos Street (Cesar Chavez to 11th Street)
- 2nd Street - west (San Antonio to Congress)
- 3rd Street – east (Brazos to San Jacinto)

Projects under construction:

- 2nd Street – east (Congress to Trinity)
- Colorado Street Phase I (3rd to 7th Street)
- 8th Street (San Antonio to Congress)

Projects Planned:

- 3rd Street (Trinity to Nueces)
- Colorado Phase II (7th to 10th Street)
- Cesar Chavez Esplanade II (San Antonio to Pfluger Bridge)



IMPLEMENTATION OF GREAT STREETS

2. Great Streets Development Program (GSDP)

- City of Austin cost-shares with private developers in Downtown to assist with the additional cost of implementing the Great Streets streetscape standards
- Funding comes from The Great Streets Parking Meter Fund
- Community and developer benefit by achieving a higher quality pedestrian environment that will serve as a catalyst for downtown vitality and economic value



IMPLEMENTATION OF GREAT STREETS

3. Great Streets as a requirement for additional height or density Downtown

- As Downtown property owners seek entitlements beyond typical CBD zoning Great Streets may be required as a community benefit
In this case Great Streets are constructed at the owner's expense



Multi-Entity Coordination



Utility Upgrade



Utility Conflicts



Access to Private Property



2013.01.18 11:43

Street Trees



2013.02.01 13:05

Existing Conditions in the R.O.W.



Art in Public Places



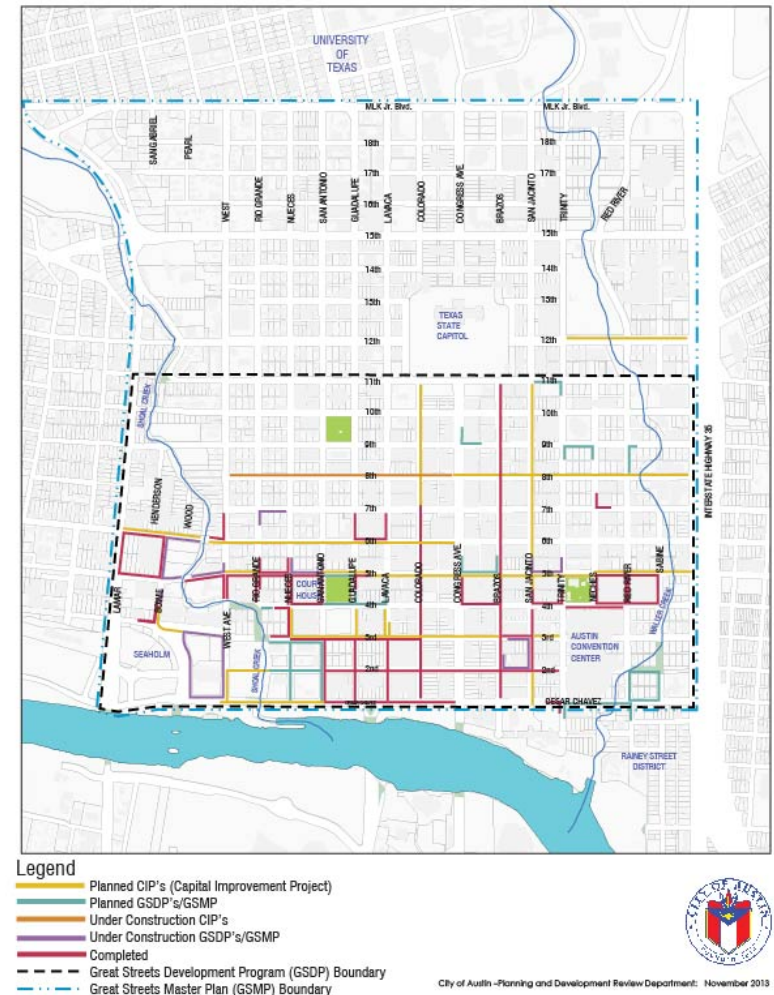
GREAT STREETS PROGRESS

Results to date:

- 38 public and private projects
- 202.5 downtown block faces (built, under construction and planned projects)

“Great Streets – Transforming Downtown Austin one project at a time.”

Great Streets Master Plan Implementation



SECOND STREET

Before



After



BRAZOS STREET

Before



After



COLORADO STREET

Before



After



COLORADO STREET

BEFORE



AFTER



GREAT STREET PROGRESS

TIMELINE

- 2nd Street (Congress – Trinity) completed November 2013
- 3rd Street, Phase I (Brazos – San Jacinto) completed May 2013
- 3rd Street, Phase II (Congress – Brazos & San Jacinto to Trinity)
construction February 2014 to December 2014
- 3rd Street, Phase III (Congress - Guadalupe)
construction April 2014 to May 2015
- 3rd Street, Phase IV (Guadalupe – Nueces)
construction January 2015 to February 2016
- 8th Street (Congress to West Ave.) – completion February 2014
- Colorado St., Phase I (3rd – 7th) – completed November 2013
- Colorado St., Phase II (7th – 10th) – completion by Summer 2015

Great Streets: Foundation of a Vibrant and Livable Downtown

“Beyond functional purposes of permitting people to get from one place to another streets, certainly the best streets, can and should help do other things: bring people together, help build community, cause people to act and interact, to achieve together what they might not alone. They should be comfortable and safe; they should leave strong lasting impressions”.

“There is magic to great streets. We are attracted to the best of them not because we have to go there, but because we want to be there”.

Allan B. Jacobs author of “Great Streets” 1995



Discussion and Questions

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