

Our CONGRESS AVENUE ENVISION!

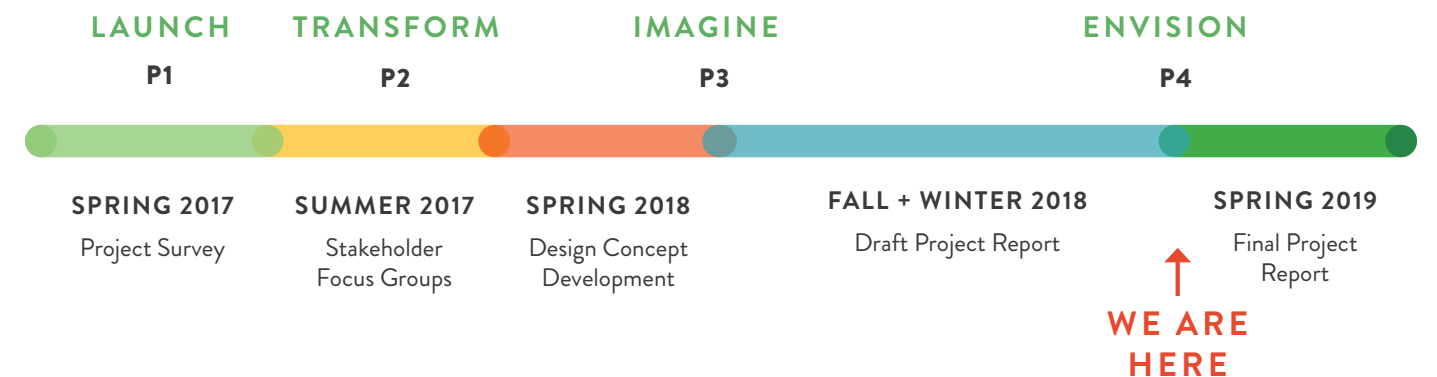
STREETSCAPE IMPROVEMENTS
URBAN DESIGN INITIATIVE

SOUTH CENTRAL WATERFRONT ADVISORY BOARD
JUNE 17, 2019



Our CONGRESS AVENUE

is a great Texas people place - the cultural, historic and commercial spine of downtown Austin where people come to **share, celebrate and create a bright future.**



EXISTING INITIATIVES



XYZ Atlas Congress



Our Austin Story

Final Plan as Adopted on June 16th, 2016

SOUTH CENTRAL WATERFRONT
VISION FRAMEWORK PLAN



June 2016  Austin, Texas



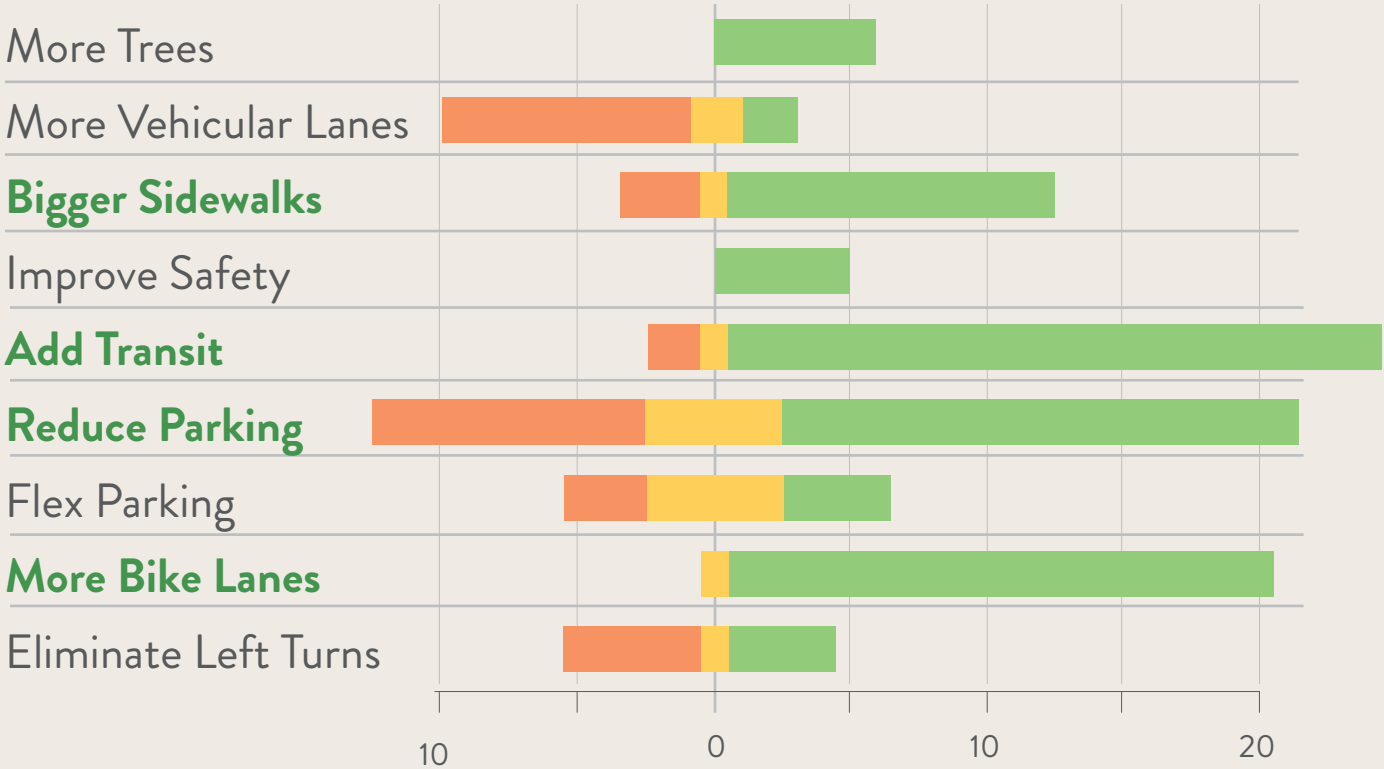
Great Streets Initiative



Downtown Austin Master Plan, 2011

Imagine

PUBLIC EVENT # 3



Key Sentiments (Number of responses)

Agree Neutral Disagree

Station 5: BALANCE THE AVENUE

input opportunity

WHICH OPTION PROVIDES THE BEST OVERALL BALANCE FOR THE AVENUE?

(check one) ☒

HOW WOULD YOU IMPROVE THESE OPTIONS?

A

5 Lanes / 18' Sidewalk

Five travel lanes plus parking and raised bike lanes

Vehicular 43%

Parking 13%

Bike 13%

Sidewalk 30%

~10 parking spaces/block

B

5 Lanes Flex / 27' Sidewalk

Five flex-lanes including off-peak parking and raised bike lanes

Vehicular 25%

Parking/Flex 18%

Bike 13%

Sidewalk 43%

~16 parking space/block AT NON-PEAK TIMES

C

4 Lanes / 24' Sidewalk

Four travel lanes plus parking and raised bike lanes

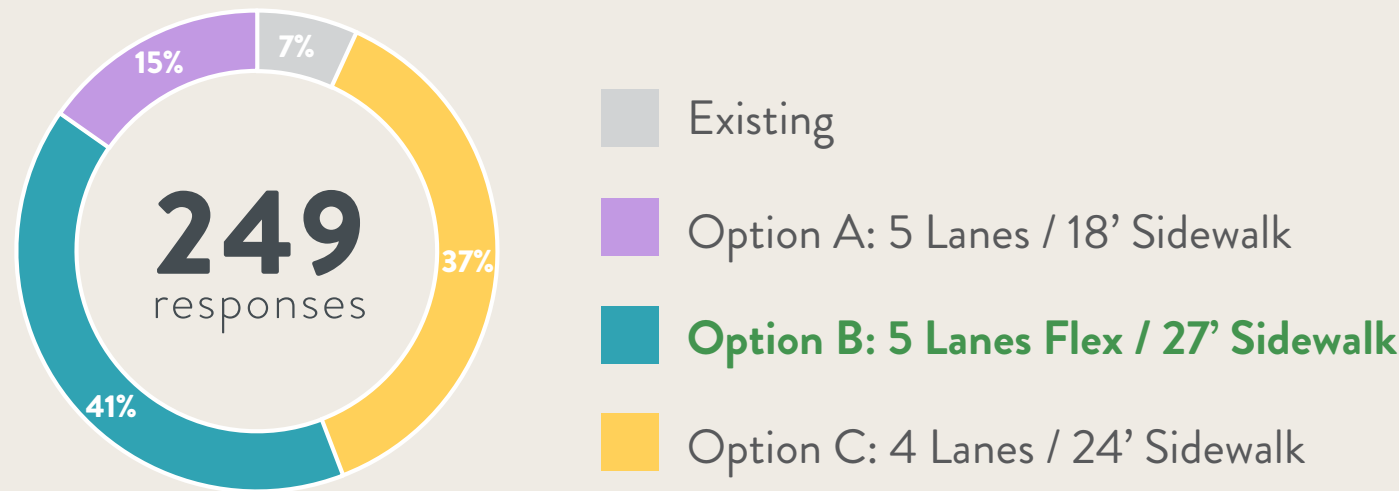
Vehicular 35%

Parking 13%

Bike 13%

Sidewalk 38%

~10 parking spaces/block



NEXT STEPS

- ▶ Incorporate Feedback from Public Engagement
- ▶ City Council Approval of Amendment to Downtown Austin Plan
- ▶ Design Development & Engineering
- ▶ Phased Construction

OUR CONGRESS AVENUE: ENVISION!
Input Opportunity:
In your opinion, how well do the recommendations address the goals established by the community for the future of Congress Avenue?

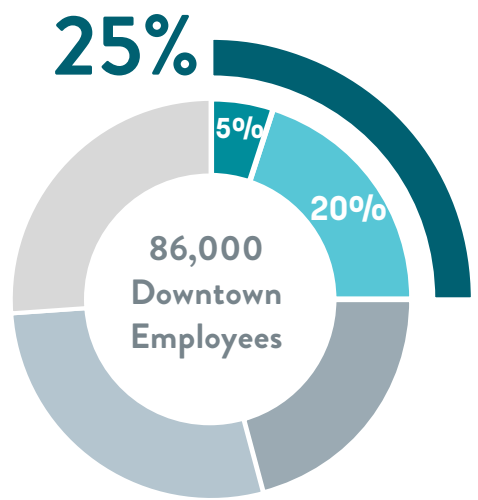
SOCIAL EQUITY Ensure a welcoming, accessible, and representative space	MOBILITY & CONNECTIVITY Balance mobility options along Congress Avenue	CULTURE & HISTORY Enhance Congress Avenue as a historic and cultural destination	ECONOMICS Amplify the economic strength and diversity of Congress Avenue	ENVIRONMENT Celebrate biodiversity and urban habitat in a functional, resilient streetscape design
<input type="radio"/> Very Well <input type="radio"/> Mostly <input type="radio"/> Somewhat <input type="radio"/> Not at All	<input type="radio"/> Very Well <input type="radio"/> Mostly <input type="radio"/> Somewhat <input type="radio"/> Not at All	<input type="radio"/> Very Well <input type="radio"/> Mostly <input type="radio"/> Somewhat <input type="radio"/> Not at All	<input type="radio"/> Very Well <input type="radio"/> Mostly <input type="radio"/> Somewhat <input type="radio"/> Not at All	<input type="radio"/> Very Well <input type="radio"/> Mostly <input type="radio"/> Somewhat <input type="radio"/> Not at All

Please use the back of this card to make any suggestions for how we could better address these goals

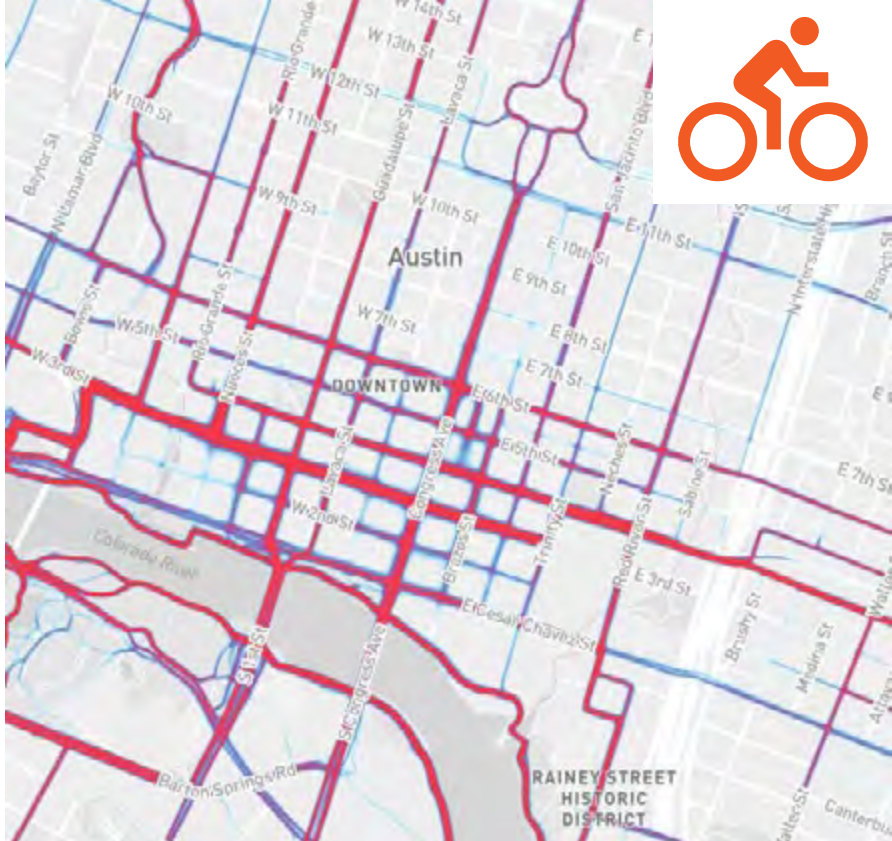
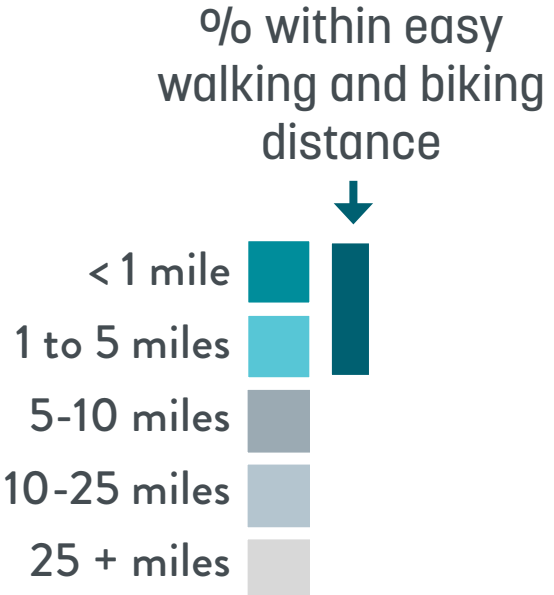
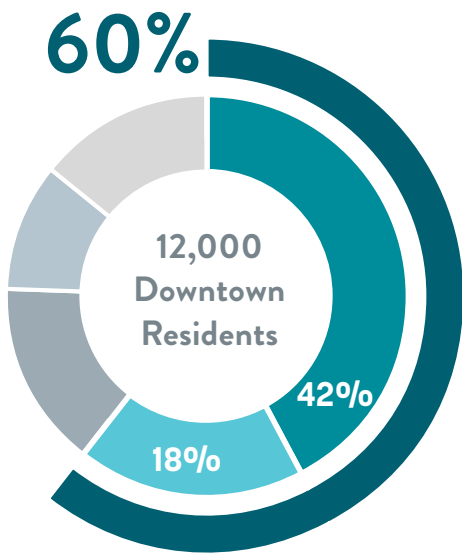


MOBILITY OVERVIEW: A MULTIMODAL AVENUE

Regional
Downtown Employees within
Walking or Biking Distance
from Work



Local
Downtown Residents within
Walking or Biking Distance
from Work

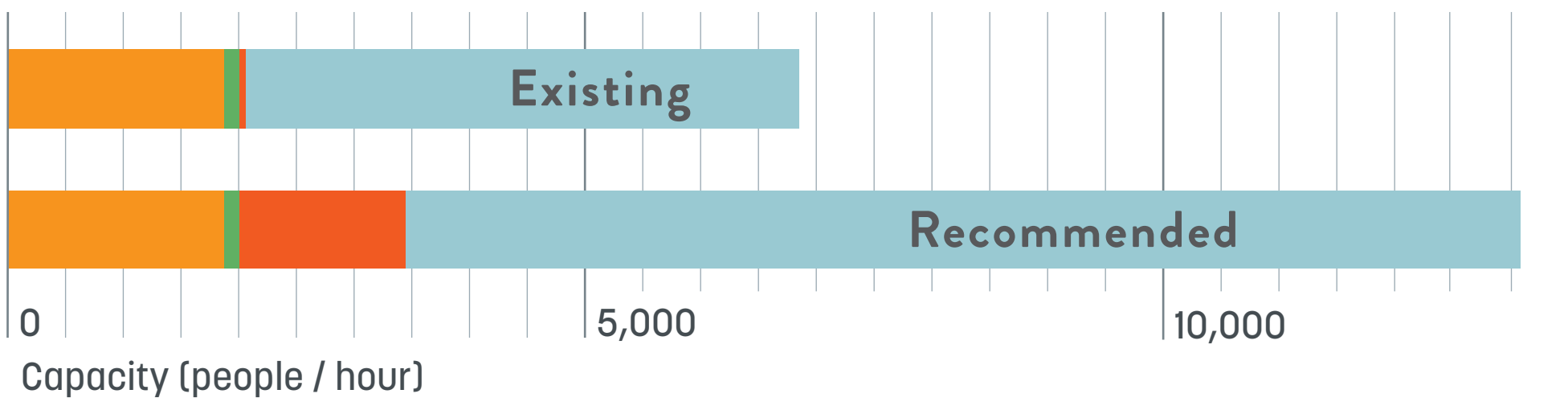


Existing Bike Heatmap



MORE ACCESS FOR ALL MODES

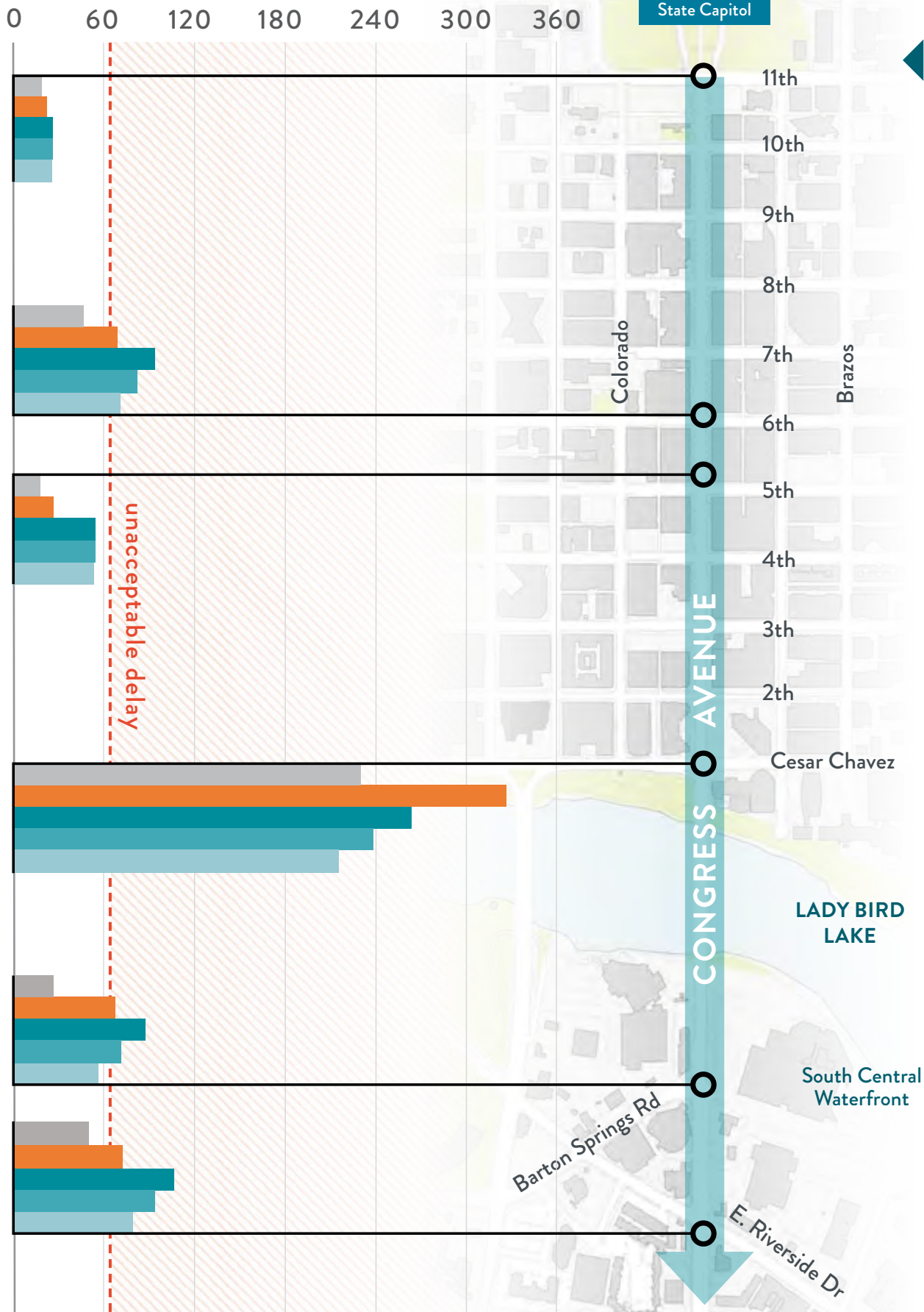
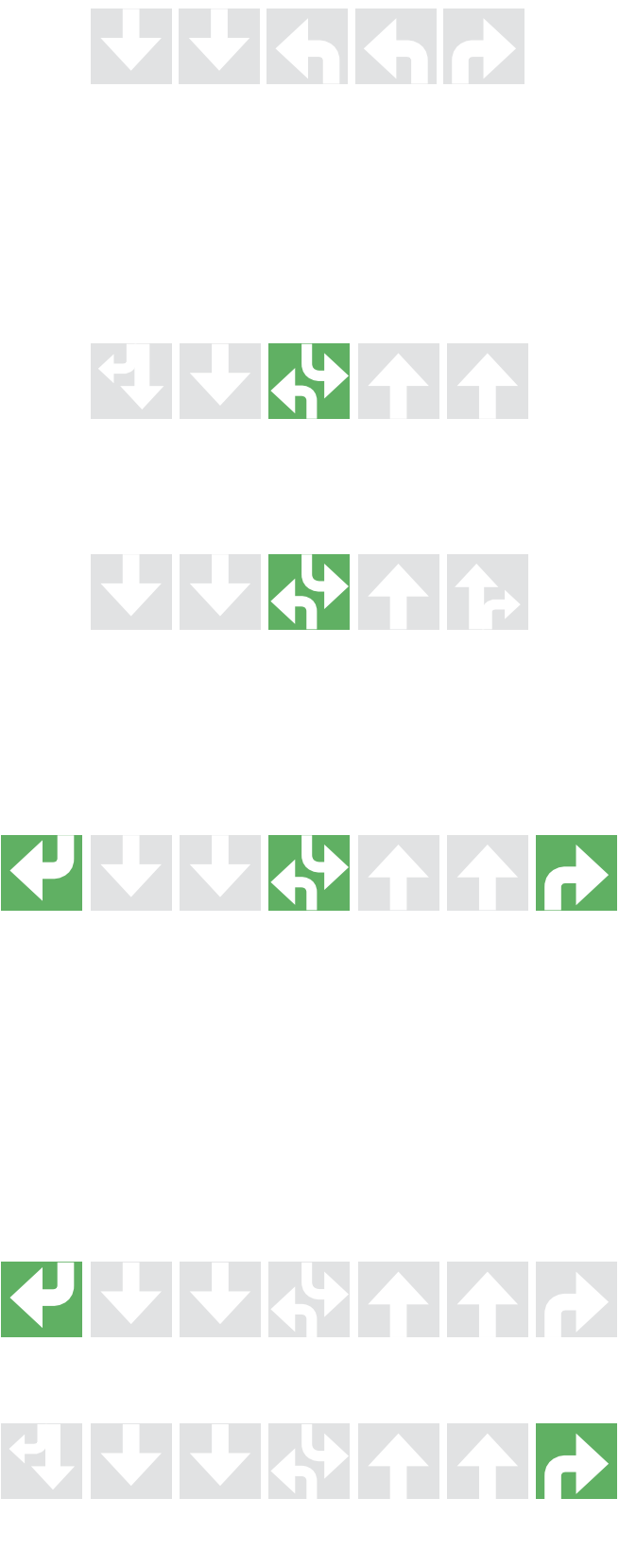
Motor Vehicle Transit Bike / Scooter Pedestrian



Existing Pedestrian Heatmap

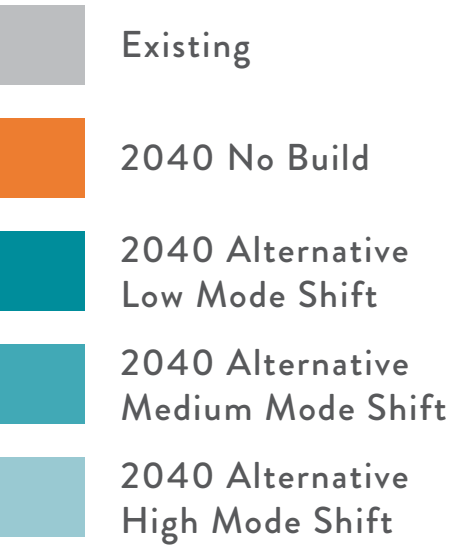


MOBILITY OVERVIEW:
RECOMMENDED IMPROVEMENTS



Impact of Recommended
Improvements Over the
Next 20 Years

Intersection Delay During
PM Peak Traffic (Seconds)



Recommended
Intersection
Improvements in Green

STREET SPACE ALLOCATION: RECOMMENDED

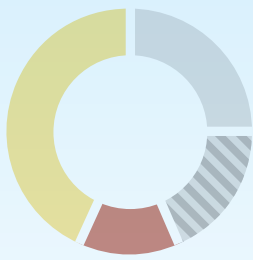
Parking:
~ 16 spaces per block at off-peak times



Left Turns:
Allowed with dedicated lane



- Allocation of Space**
- Vehicular 25%
 - Flex Parking 18%
 - Bike & Scooter 14%
 - Sidewalk 43%



Pedestrian Zone	Amenity Zone	Bike / Scooter Zone	Flex Parking / Travel Lane / Circulator Lane	Travel Lane	Turn Lane	Travel Lane	Flex Parking / Travel Lane / Circulator Lane	Bike / Scooter Zone	Amenity Zone	Pedestrian Zone
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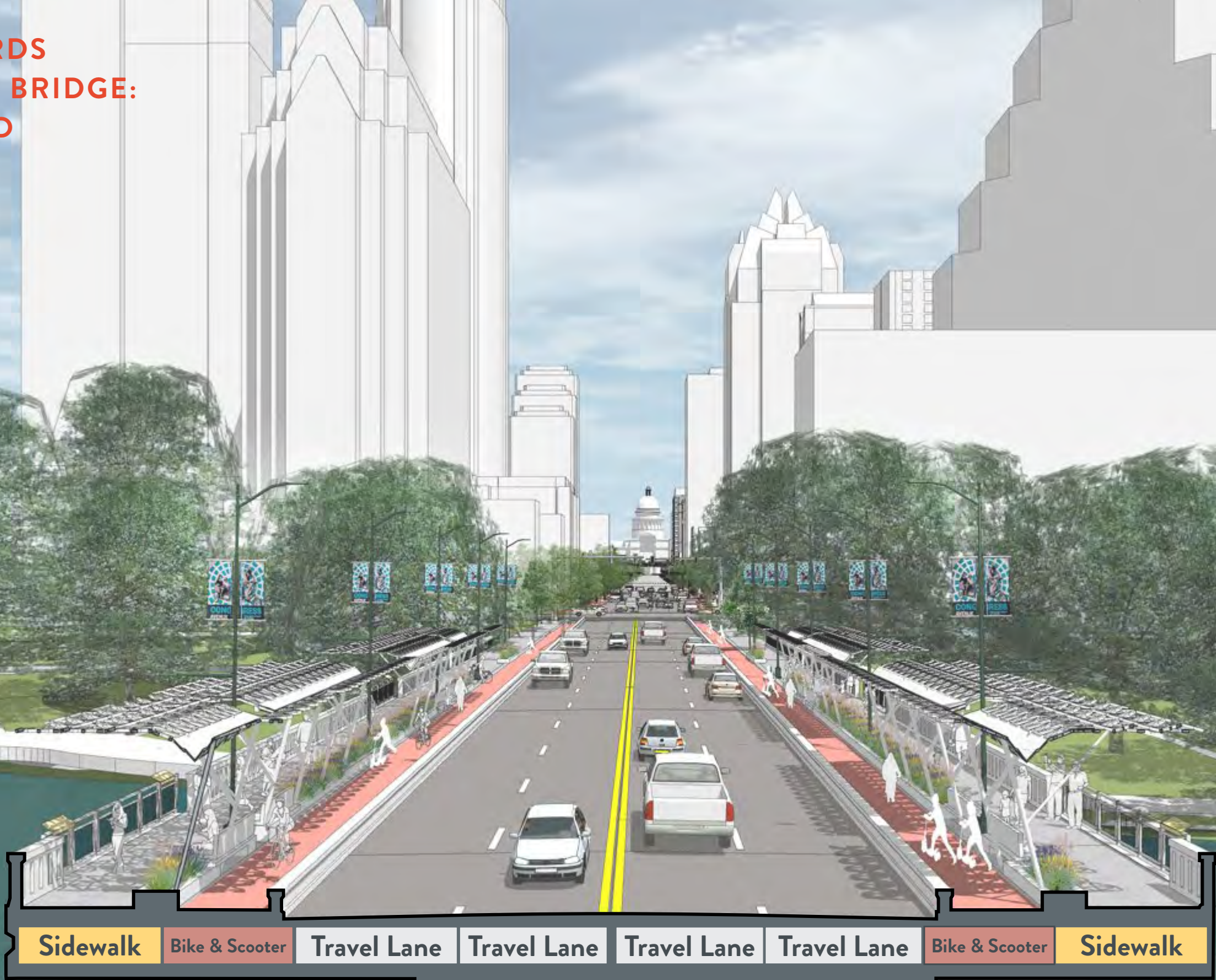
ANN W. RICHARDS
CONGRESS AVE BRIDGE:
EXISTING



Allocation of Space

- Vehicular 50%
- Bike / Sharrow 25%
- Sidewalk 25%

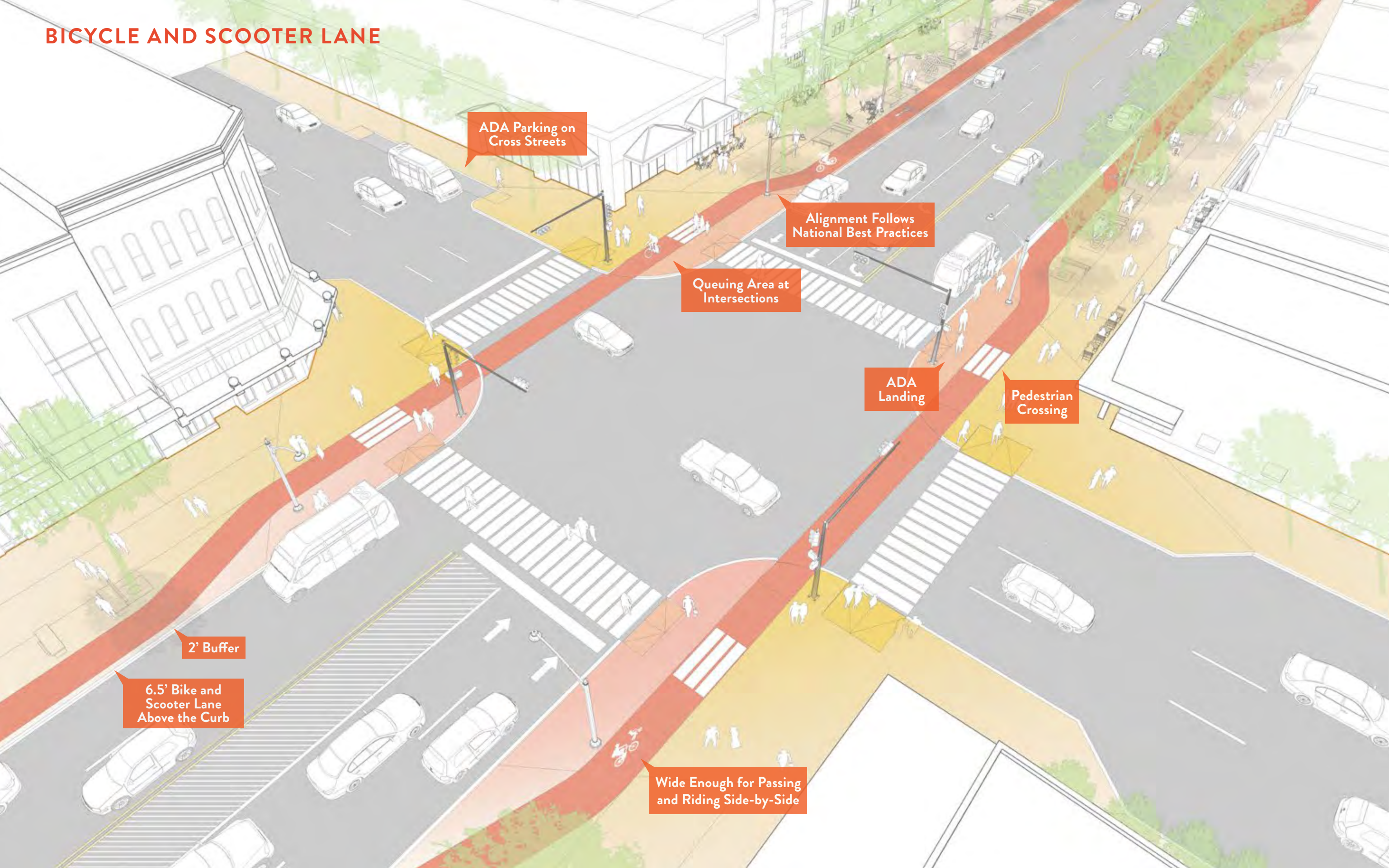
ANN W. RICHARDS
CONGRESS AVE BRIDGE:
RECOMMENDED



Allocation of Space

- Vehicular 50%
- Bike / Scooter 25%
- Sidewalk 25%

BICYCLE AND SCOOTER LANE



ADA Parking on Cross Streets

Alignment Follows National Best Practices

Queuing Area at Intersections

ADA Landing

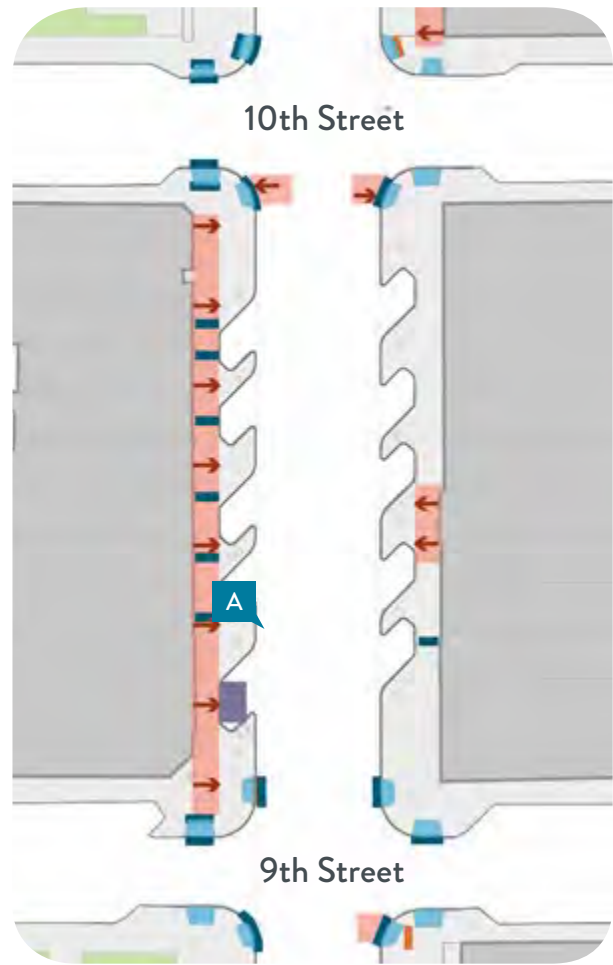
Pedestrian Crossing

2' Buffer










6.5' Bike and Scooter Lane Above the Curb

Wide Enough for Passing and Riding Side-by-Side

CONGRESS AVENUE FOR ALL

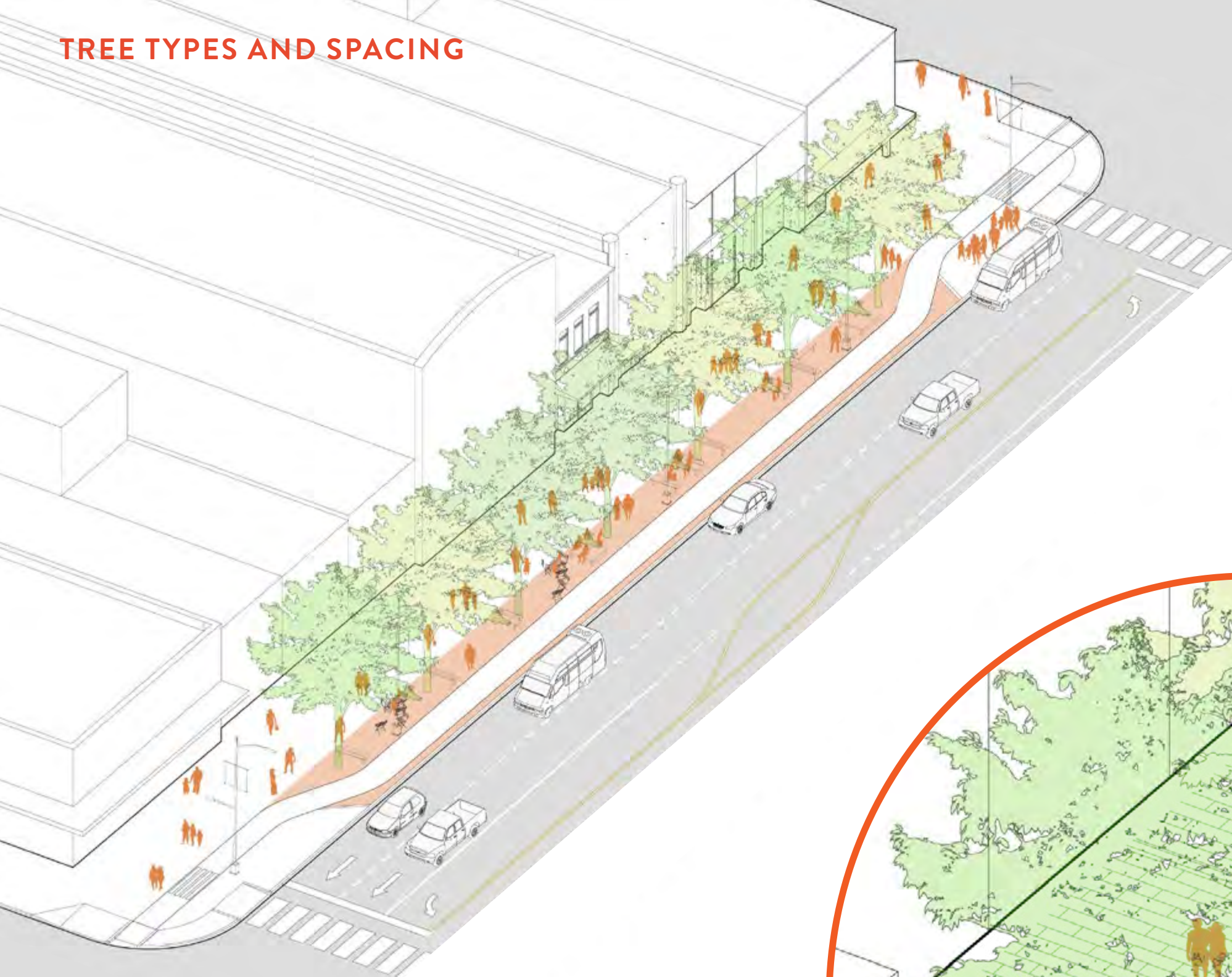


Accessibility Issues

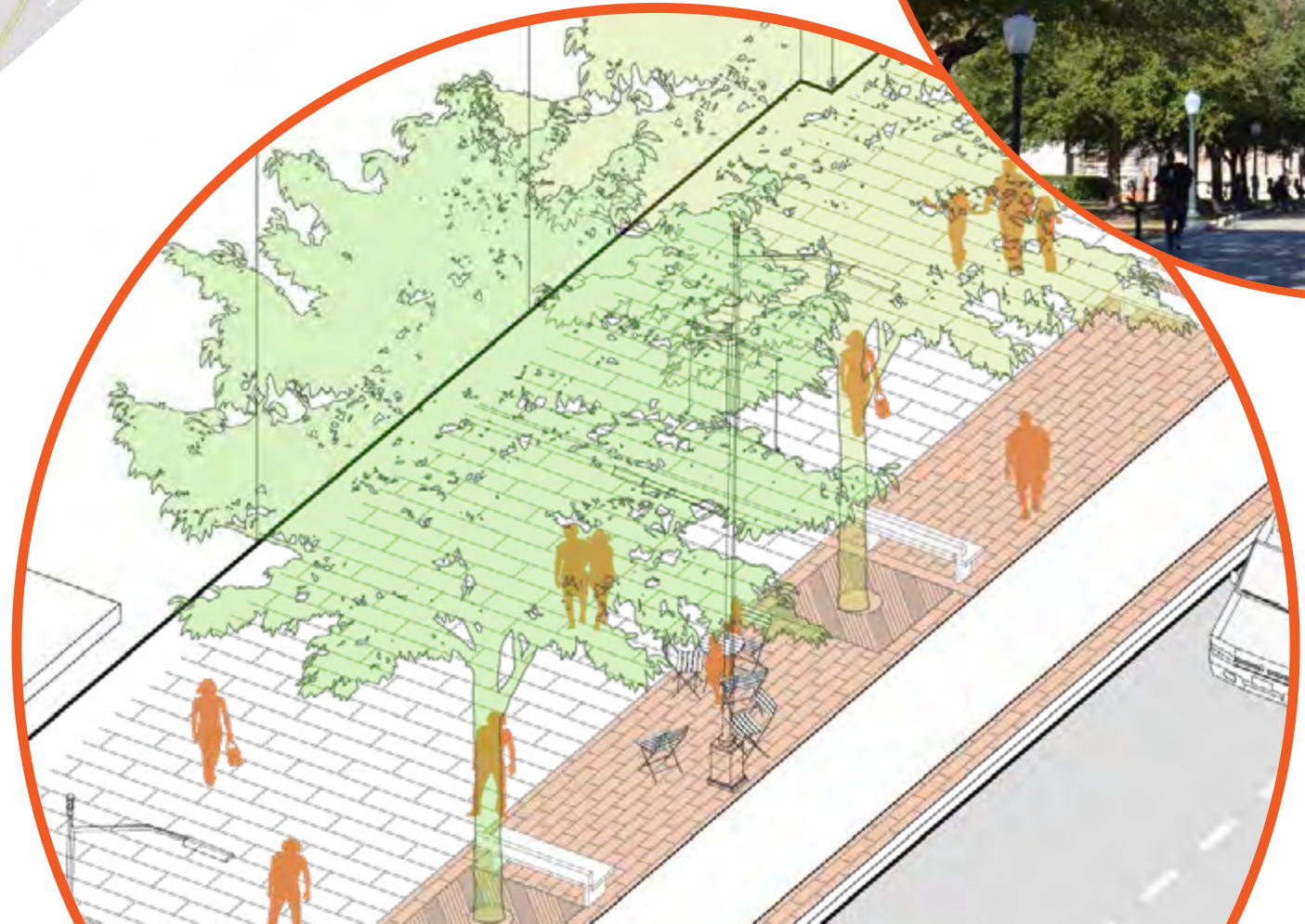
- | | | | |
|--|---------------------------------|---|---|
|  | Cross-slope exceeds 2% |  | Protruding object in circulation path |
|  | Running-slope exceeds 5% |  | Accessible parking is non-compliant |
|  | Curb ramp slope exceeds 8.3% |  | Ground material is non-compliant |
|  | Horizontal opening exceeds 1/2" |  | Push button reach range or level clear floor is non-compliant |
|  | Vertical height exceeds 1/2" | | |



TREE TYPES AND SPACING



A resilient mix of Texas
Oak trees



BRIDGE LANDINGS



Stormwater Sculpture



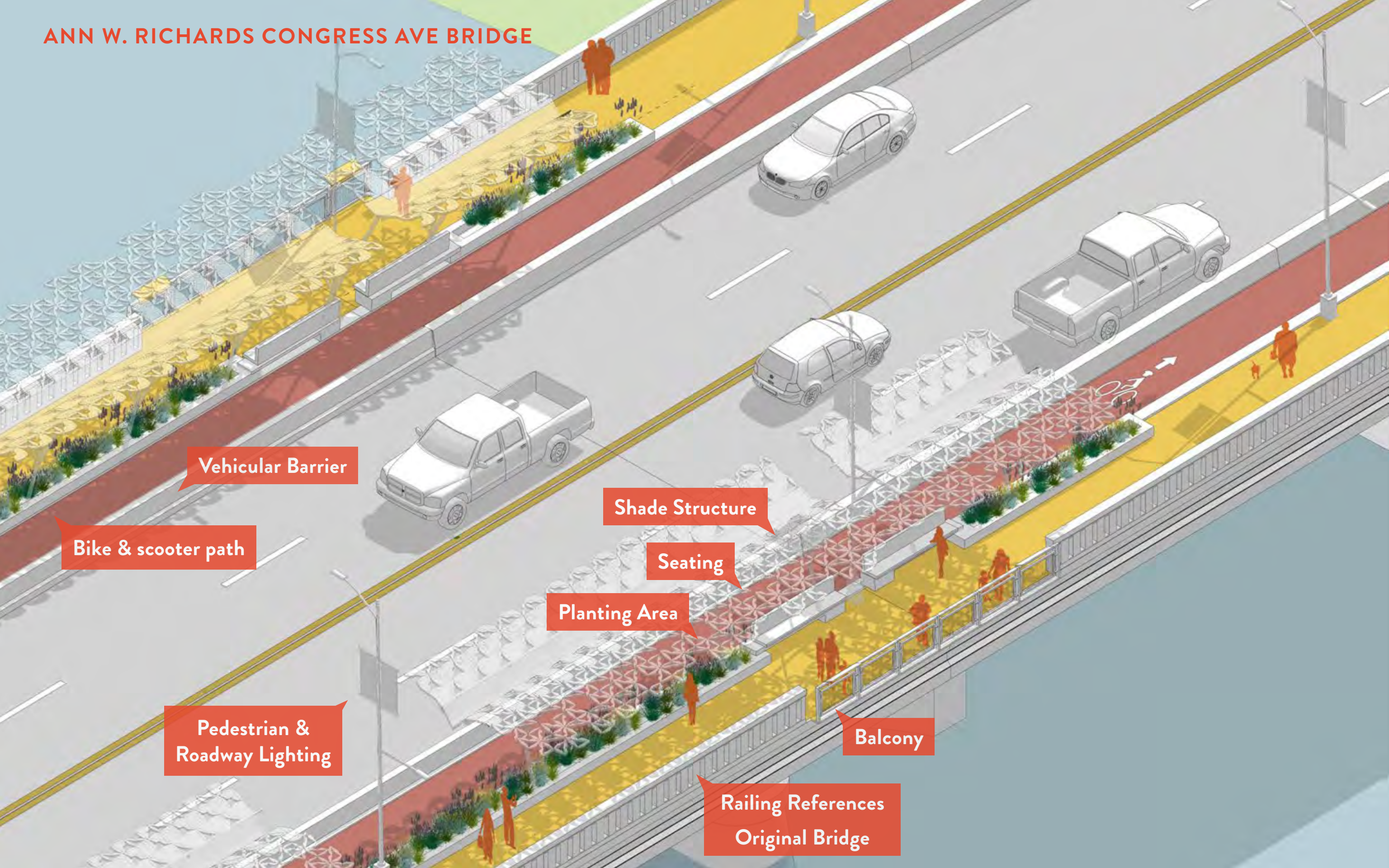
Stormwater Terraces



Deck at Edge of Lake



ANN W. RICHARDS CONGRESS AVE BRIDGE



Vehicular Barrier

Bike & scooter path

Shade Structure

Seating

Planting Area

Pedestrian &
Roadway Lighting

Balcony

Railing References
Original Bridge

VIBRANT CROSSINGS





Green Gateway

ANN W. RICHARDS CONGRESS AVENUE BRIDGE



VIBRANT CROSSINGS

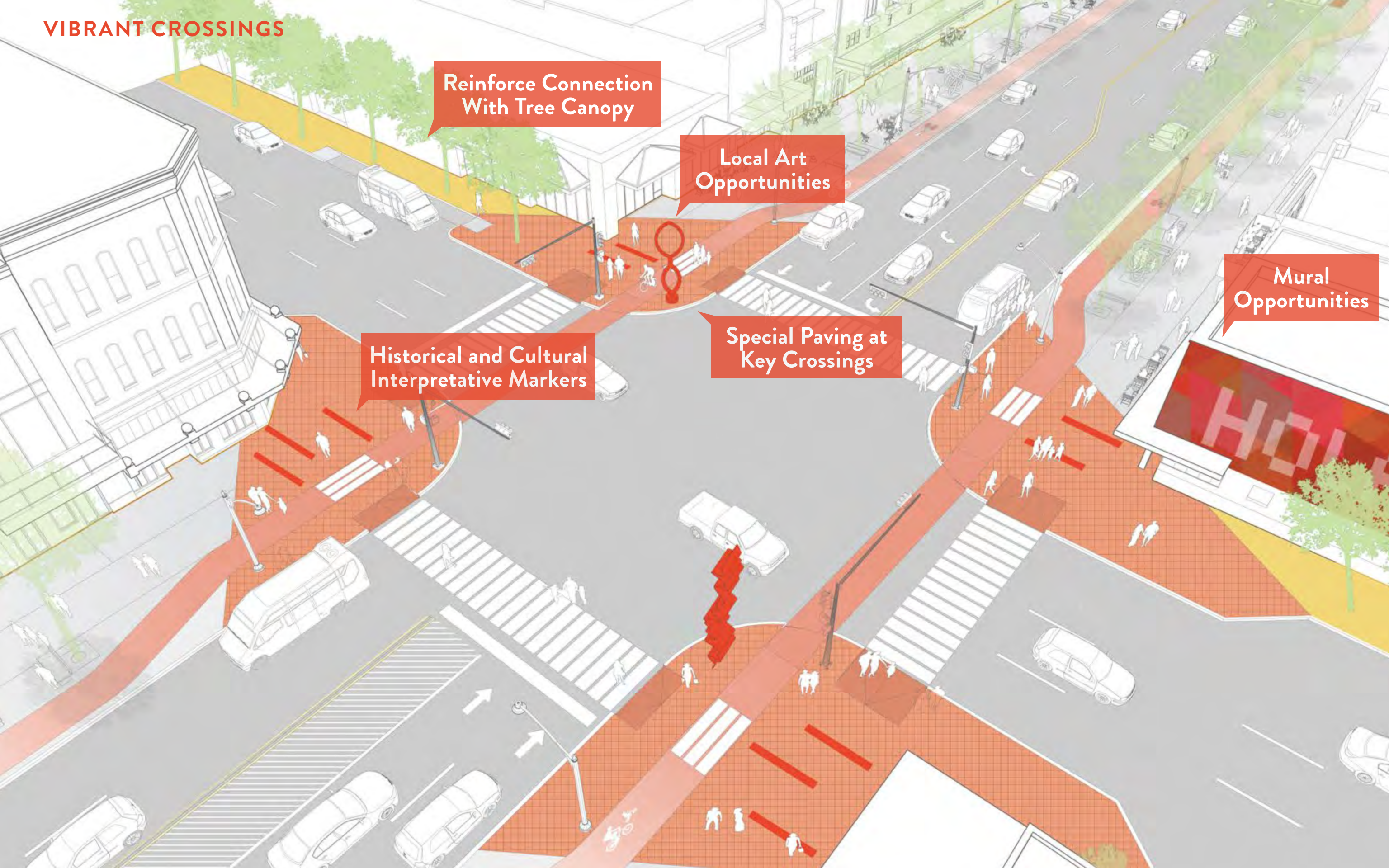
Reinforce Connection
With Tree Canopy

Local Art
Opportunities

Mural
Opportunities

Historical and Cultural
Interpretative Markers

Special Paving at
Key Crossings



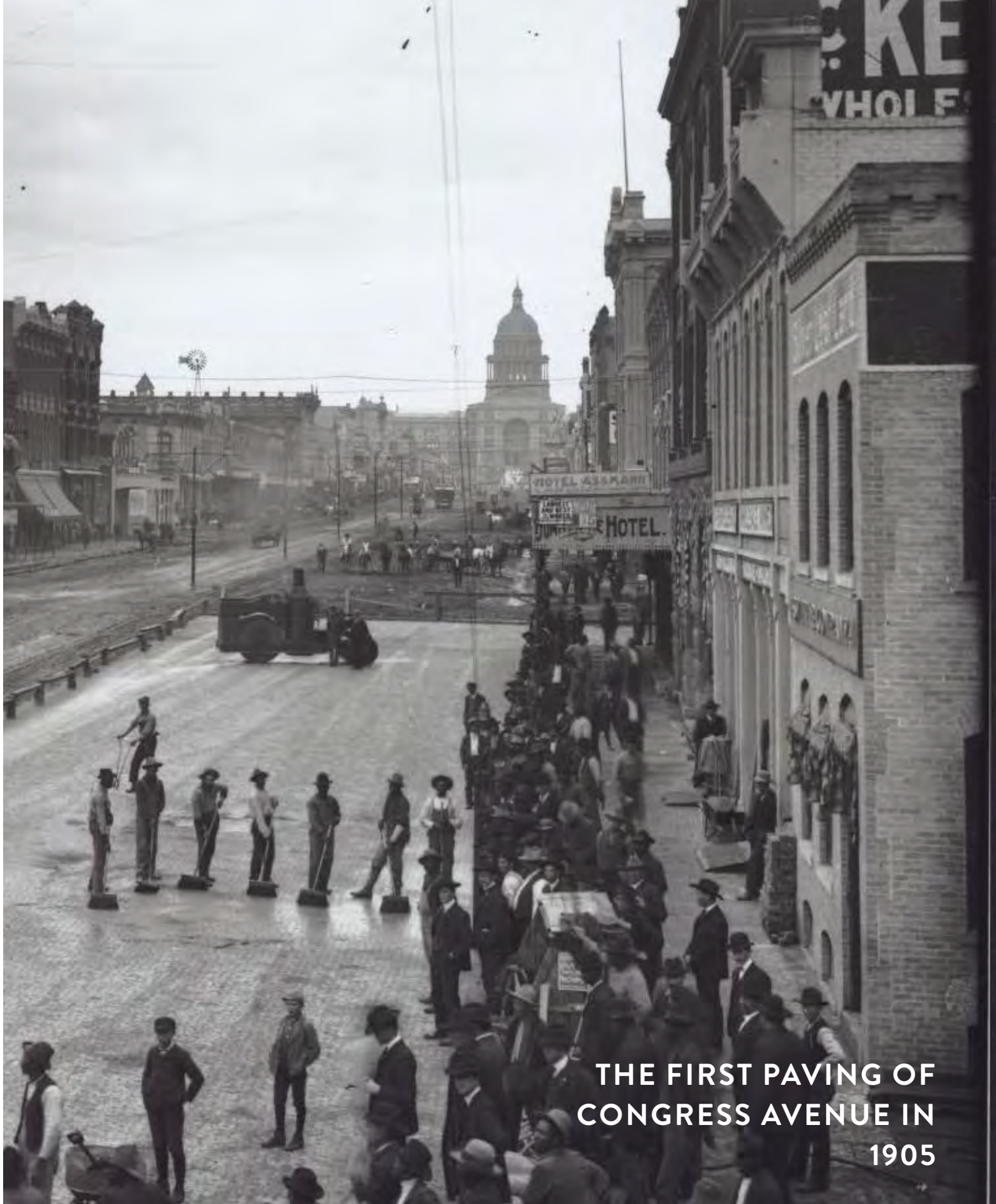
Next Steps:

Implementation

FINANCING

CAPITAL COSTS (ESTIMATED)	
Engineering & Management	\$9.6 million
Surveys & Inspections	\$1.5 million
Construction Costs	\$50.1 million
<i>Street Reconstruction</i>	
<i>Utility Reconstruction</i>	
<i>Landscape & Streetscape</i>	
<i>Bridge Improvements</i>	
Contingency & Miscellaneous	\$8.3 million
Total	\$69.5 million

POTENTIAL FUNDING SOURCES INCLUDE:
<ul style="list-style-type: none">▶ Bond Financing▶ Ongoing Development Fees▶ Tax Increment Financing▶ Federal / State Funding▶ Fees Recovered from Dockless Mobility Providers



THE FIRST PAVING OF
CONGRESS AVENUE IN
1905

OPERATIONS & MAINTENANCE

Funding Sources for Events, Operations & Maintenance

- Public Improvement District
- Philanthropic Sources
- Event & Rental Fees



IMPACTS & METRICS



AUSTIN STRATEGIC
DIRECTION | 2023

Economic Opportunity and Affordability

- ▶ Increased opportunity for small, local businesses through markets and events
- ▶ Increased foot traffic and retail sales
- ▶ More mobility choices and connections offer more affordable transportation
- ▶ Increased land value and “value capture” for new and existing businesses

Mobility

- ▶ Move more people
- ▶ Full ADA accessibility
- ▶ Minimize vehicular traffic impacts through efficient design
- ▶ Increased pedestrian, bicycle, and scooter space and connectivity
- ▶ Designed for future flexibility and potential connector transit
- ▶ Simplified curbspace management

Safety

- ▶ All sidewalks and ramps ADA compliant with minimal trip hazards
- ▶ Increased pedestrian safety
- ▶ Increased bicycle and scooter safety
- ▶ More street activity, lighting and better conditions for a 24/7 neighborhood

Health & Environment

- ▶ Increased walkability and pedestrian activity for all ages and abilities
- ▶ Improved stormwater management
- ▶ Increased shade, comfort, and areas of respite
- ▶ Increased biodiversity, habitat, and a healthier urban tree canopy
- ▶ Decreased asphalt areas — reduction in urban heat island effect

Culture

- ▶ Strengthen the national register historic district and historic interpretation
- ▶ Increased visibility and viability of existing cultural institutions
- ▶ Improved wayfinding and interpretive opportunities
- ▶ Increased capacity for programming and events
- ▶ Increased opportunities for “streetlife”



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