



**Bicycle Advisory Council Briefing**

# **Congress Avenue Interim Safety and Mobility Improvements**

**JANUARY 19, 2021**

# *A Vision for Congress Avenue* \$70 M



# Council Directive – Mid 2020

- Recognized that street space is needed to maintain social distancing under COVID-19 risk-based guidelines
- Recognized that interim improvement can align and build towards the long-term strategy for re-balancing mobility and connectivity options along the avenue
- Called for an immediate temporary protected bike lane and further options for retaining multimodal safety benefits once social distancing is no longer needed

COVID-19: Risk-Based Guidelines

	Practice Good Hygiene	Stay Home If Sick	Avoid Sick People	Maintain Social Distancing	Wear Facial Coverings	Higher Risk Individuals Aged 65+, diabetes, high blood pressure, heart, lung and kidney disease, immunocompromised, obesity			Avoid Gatherings	Avoid Non-Essential Travel	Avoid Dining/ Shopping	Workplaces Open
						Avoid Gatherings	Avoid Non-Essential Travel	Avoid Dining/ Shopping				
Stage 1	•					Greater than 25		Except with precautions	Gathering size TBD			All businesses
Stage 2	•	•		•		Greater than 10		Except as essential	Greater than 25			Essential and reopened businesses
Stage 3	•	•	•	•		Social and greater than 10	•	Except as essential	Social and greater than 10			Essential and reopened businesses
Stage 4	•	•	•	•	•	Social and greater than 2	•	Except as essential	Social and Greater than 10	•	Except expanded essential businesses	Expanded essential businesses
Stage 5	•	•	•	•	•	Outside of household	•	Except as essential	Outside of household	•	Except as essential	Essential businesses only

Use this color-coded alert system to understand the stages of risk. This chart provides recommendations on what people should do to stay safe during the pandemic. Individual risk categories identified pertain to known risks of complication and death from COVID-19. This chart is subject to change as the situation evolves.

# Temporary Pilot Installation

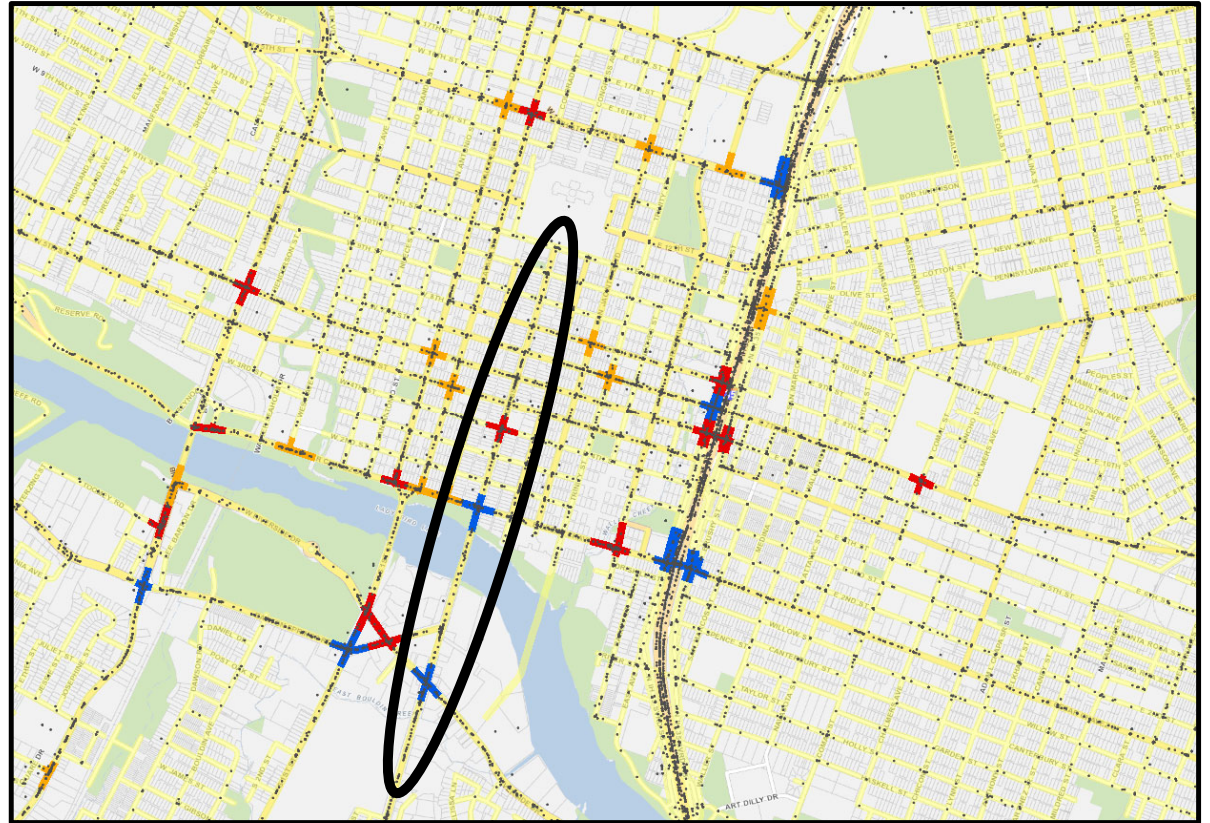
- Established on June 30, 2020
- Separated people on scooters and bicycles from motor vehicles using tall cones
- Well-used by people on scooters, bicycles
- Decreased conflicts on sidewalks between people walking, dining, shopping, bicycling and riding scooters
- Required daily maintenance
- Did not offer optimal aesthetic option nor did it address all safety concerns, within available resources.





# Safety Analysis

- Multiple crash types found throughout corridor
- Top crash intersections citywide, including:
  - Cesar Chavez Street
  - 6<sup>th</sup> Street
- 2 of the worst 5 downtown signalized intersections for pedestrians



# Safety Analysis

- \$190 M in comprehensive crash costs over the last 5 years
- Account for losses from:
  - Wages
  - Productivity
  - Medical expenses
  - Motor vehicle damage
  - Employers' uninsured costs
- As well as quality of life losses – or what we are willing to pay to reduce the risk to our own health and safety



# Mobility Analysis

- Current configuration is not optimal for anyone
- Congestion in the peak hour due to suboptimal intersection operations
- Left turn lanes are needed at 5<sup>th</sup>, 6<sup>th</sup> and Cesar Chavez streets to optimize motor vehicle movements
- Very uncomfortable for people on scooters and bikes such that they choose the sidewalk over the general travel lane, causing conflicts with pedestrians and other street life.



Figure 2: Congress Avenue Major Connections



# Mobility Analysis

- Mode shift is necessary to maintain overall operations as growth continues to 2040.
- Multimodal facilities are expected to decrease 4 – 12% of existing trips.

## Allocation of Space

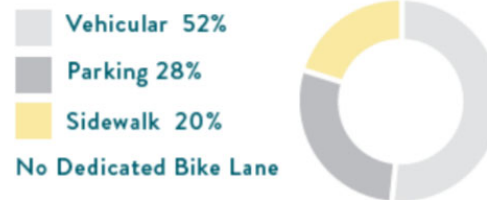


Figure 13: Existing Allocation of Space

## Allocation of Space

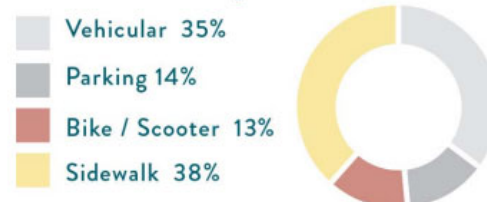


Figure 24: 4-Lane with Parking Space Allocation



Figure 1: Congress Avenue Existing Cross Section



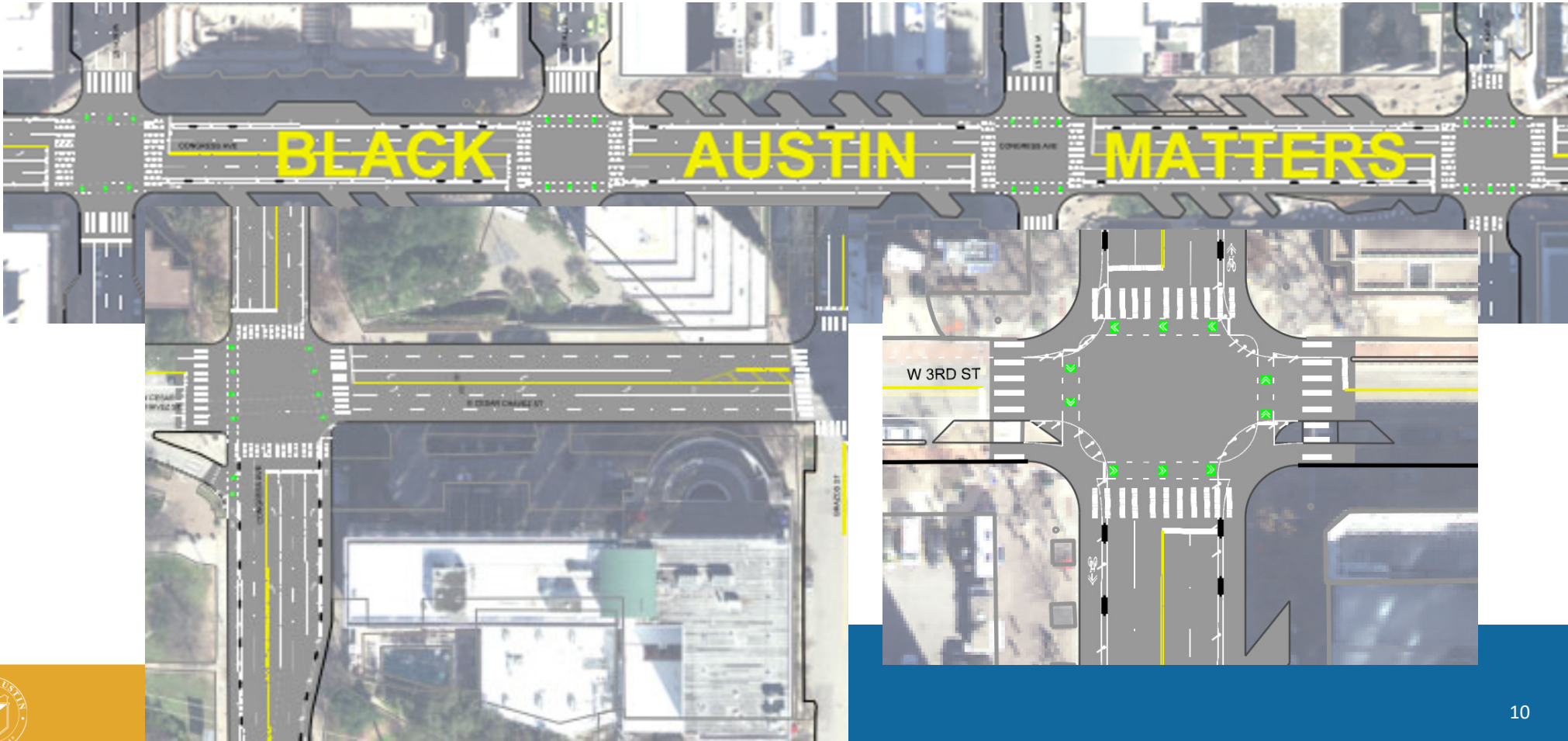
Figure 23: Congress Avenue 4-Lane with Parking Cross Section

*“At a certain point, the demand cannot be met by supply in terms of space. In the case of Congress Avenue, there is little that can be done to accommodate an ever-growing increase in vehicular demand, currently at saturation during peak hours, other than replacing some of those trips with other modes like transit, walking, or biking/scooter that offset the demand for vehicular space.”*

*- Congress Urban Design Initiative Mobility Report March 2019*



# About the Design



# Alignment with the Congress Urban Design Initiative

- Catalyzes the rebalancing called for in the CAUDI draft vision
- Offers higher comfort for people crossing the street
- Separates people on scooters or bikes from motor vehicles





# Alignment with the Congress Urban Design Initiative

- Decreases the conflicts between people on scooters, bicycles and people walking along the sidewalk
- Frees more space for queuing, dining and other economic activity in the amenity and storefront areas along the avenue



8' Storefront Area

9.5' Walking Area

8' Amenity Area

# Alignment with the Congress Urban Design Initiative

- Provides a physically separated bicycle/scooter path across the Congress Avenue bridge.
- Significantly improves safety and comfort across the bridge for more vulnerable users.





# Towards The Complete Vision of Congress Avenue

