

**CYPRESS &
SHOAL CREEK
PUBLIC SPACE
STRATEGY**



**SHOAL
CREEK**
CONSERVANCY

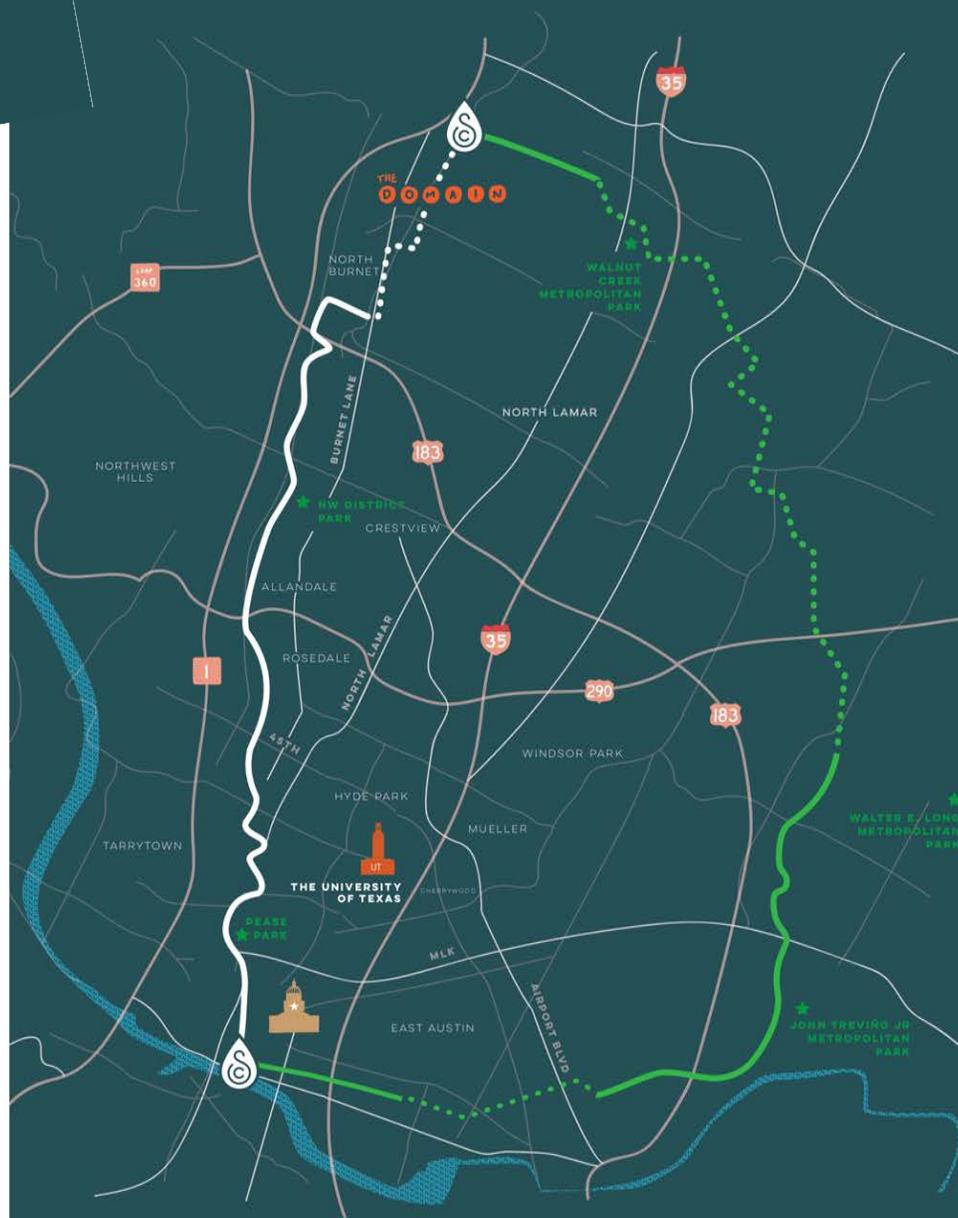
**DOWN
AUSTIN TOWN
ALLIANCE**

Presentation of Draft Concepts

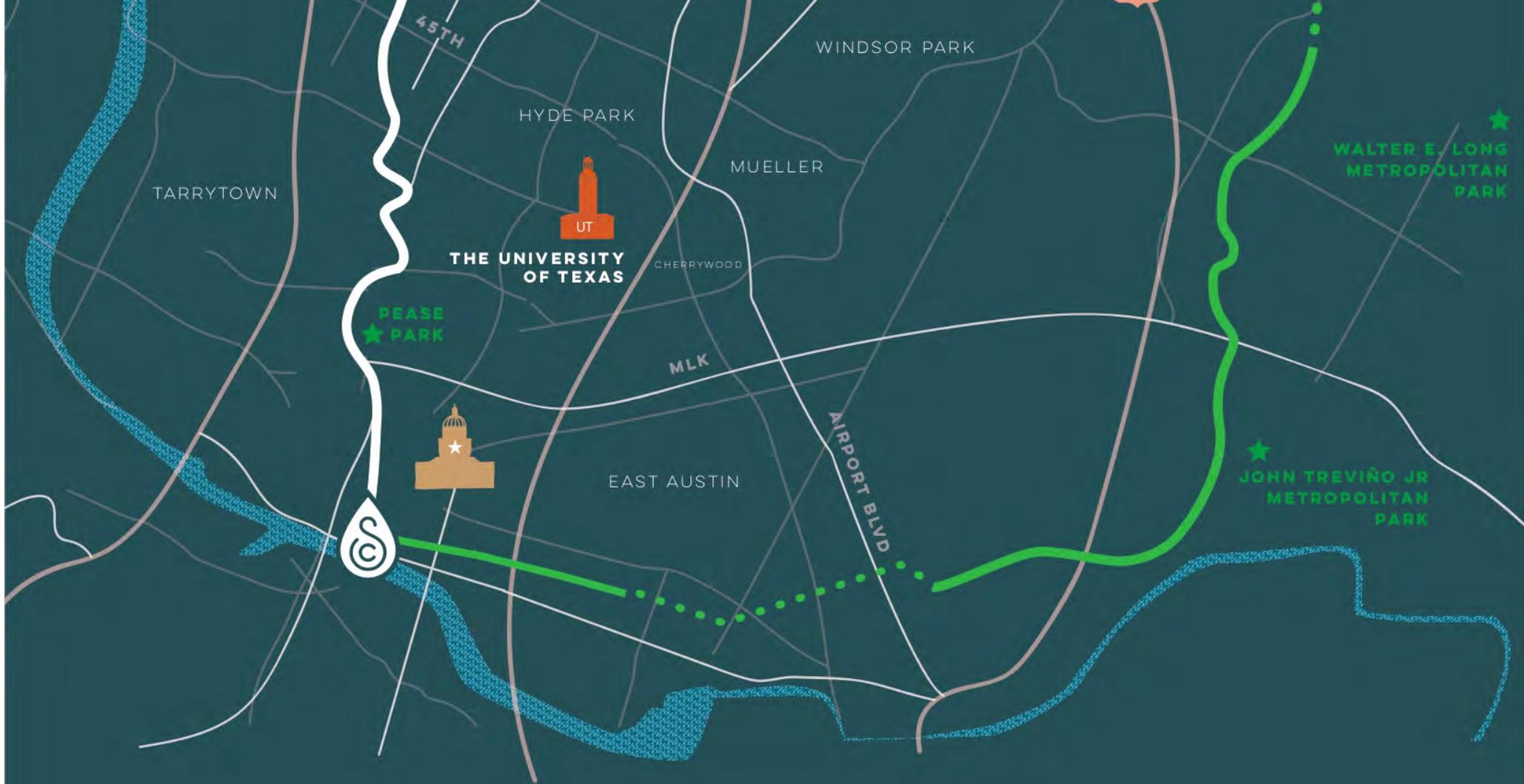
Presented to Bicycle Advisory Council
May 18, 2021



THE BIG LOOP



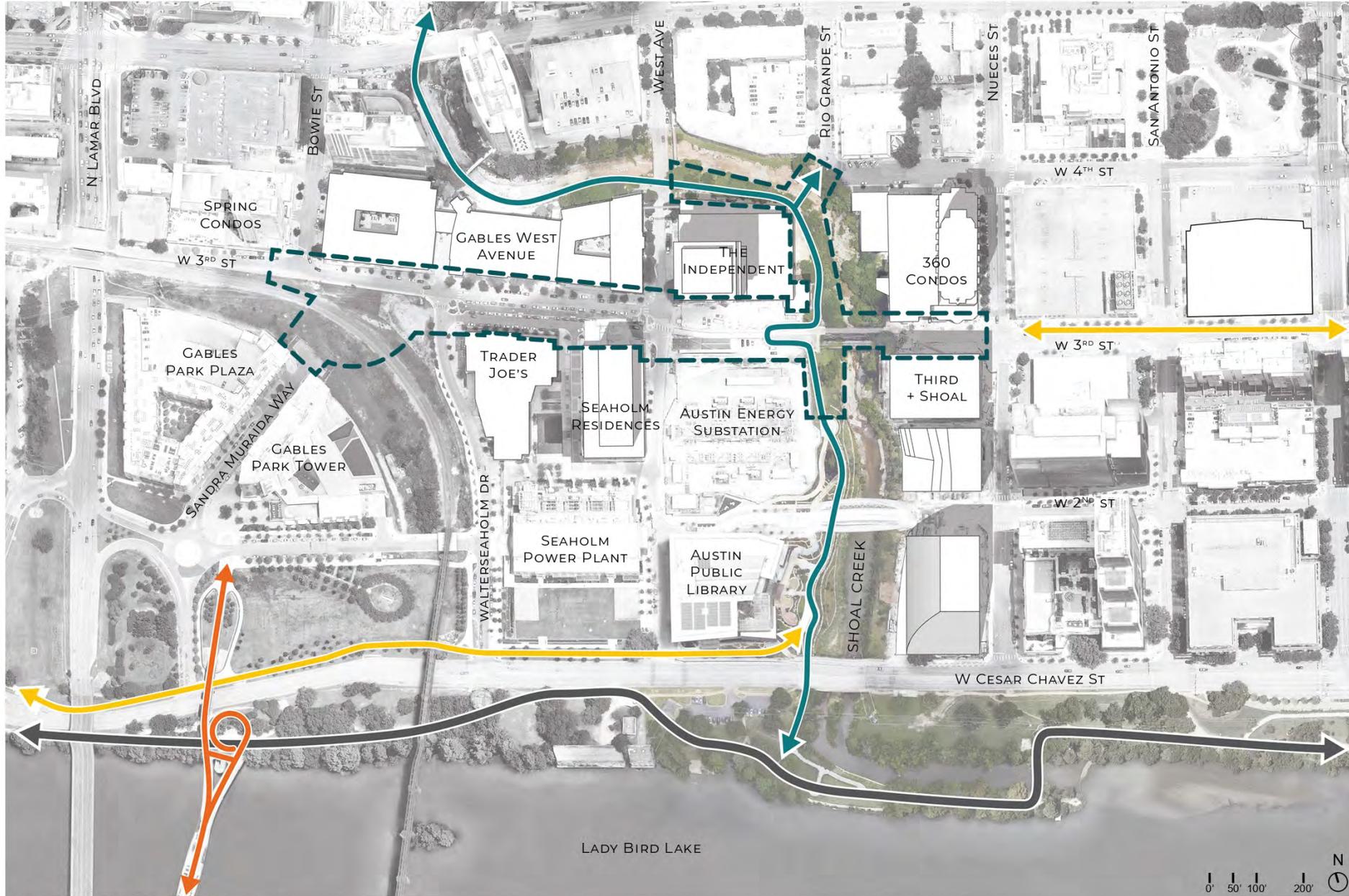
- EXISTING SHOAL CREEK PATHWAY
- FUTURE SHOAL CREEK PATHWAY
- EXISTING "BIG LOOP" PATHWAY
- PLANNED/POSSIBLE "BIG LOOP" PATHWAY



 EXISTING SHOAL CREEK PATHWAY
 FUTURE SHOAL CREEK PATHWAY

 EXISTING "BIG LOOP" PATHWAY
 PLANNED/POSSIBLE "BIG LOOP" PATHWAY

EXISTING BIKE & TRAIL ROUTES

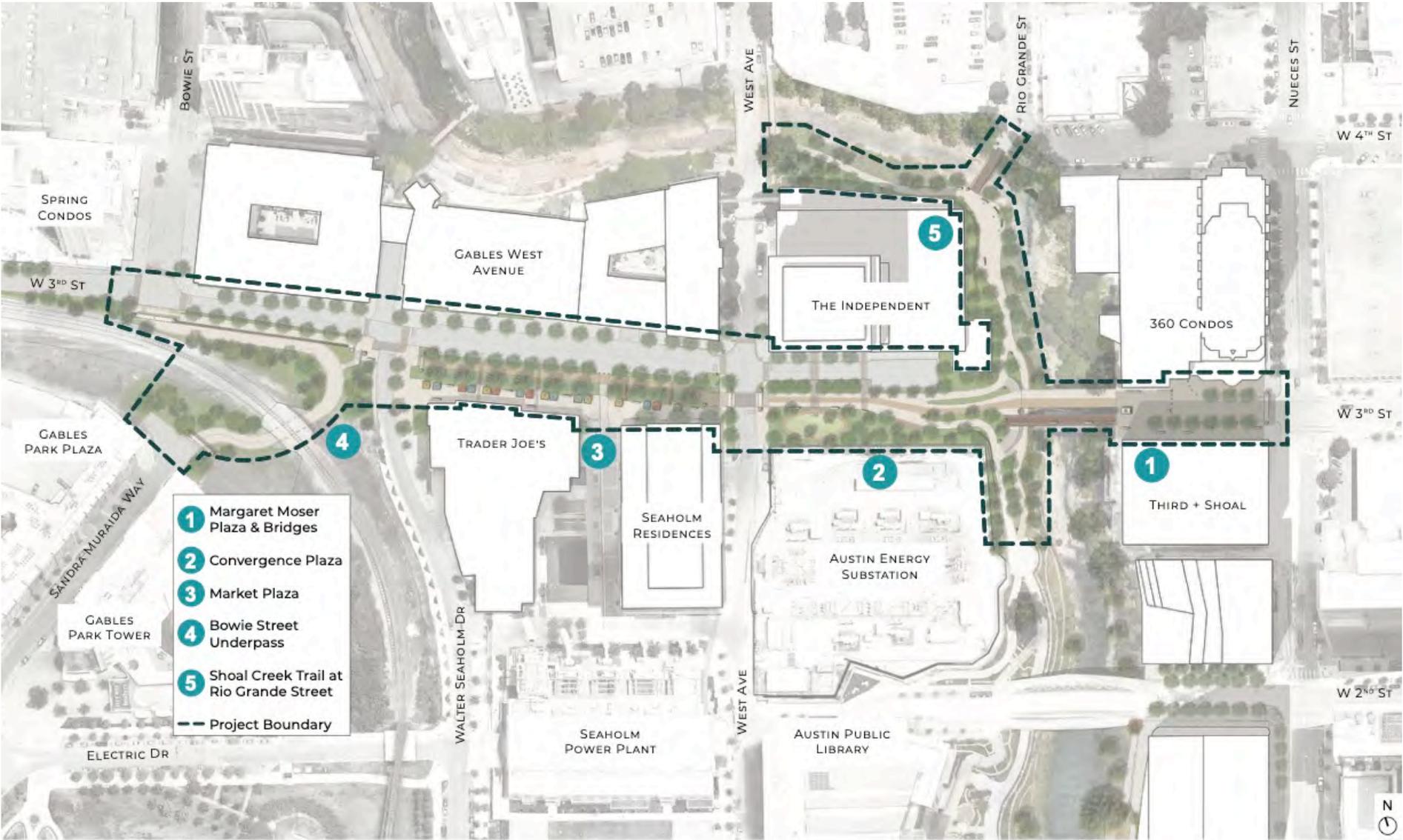


- Shoal Creek Trail
- L. Armstrong Bikeway
- Butler Trail
- Pfluger Bridge
- Project Boundary

PROPOSED BIKE & TRAIL ROUTES



- █ New Cypress Green Belt
- █ Shoal Creek Trail
- █ L. Armstrong Bikeway
- █ Butler Trail
- █ Pfluger Bridge
- - - Project Boundary



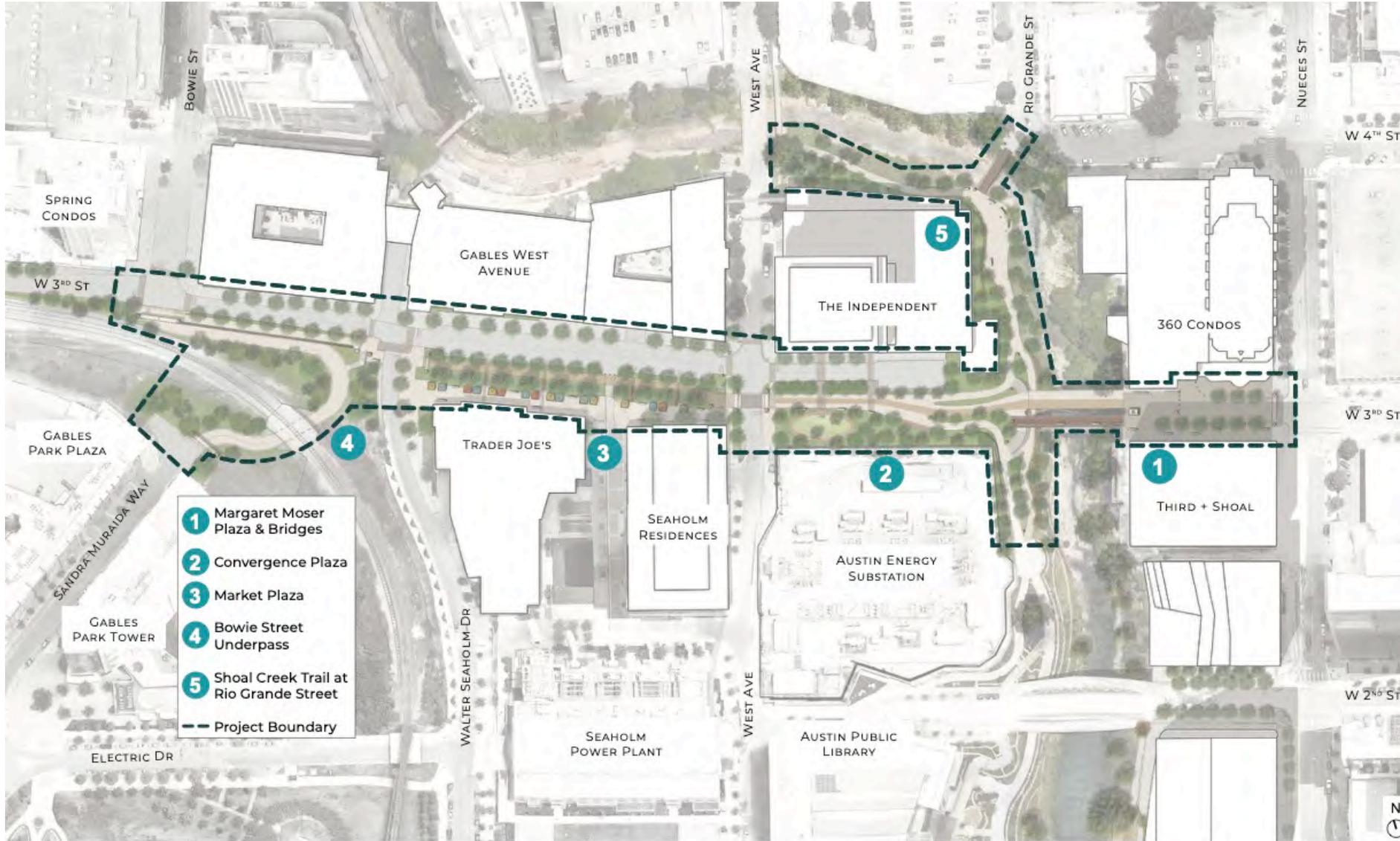
- 1** Margaret Moser Plaza & Bridges
- 2** Convergence Plaza
- 3** Market Plaza
- 4** Bowie Street Underpass
- 5** Shoal Creek Trail at Rio Grande Street
- Project Boundary



Public Outreach

- Build on citywide public engagement that guided the Shoal Creek Trail Plan
- Invested in online engagement platform featuring an interactive map, commenting, & survey
- April-May 2020 : experience with existing conditions
- December 2020-February 2021: feedback on draft concept

Margaret Moser Plaza & Bridges



MARGARET MOSER PLAZA & 3RD STREET BRIDGES: TODAY

PUBLIC FEEDBACK SUMMARY

- congested plaza and street
- confusing bike connection
- not enough space for all uses
- too many cars
- no scooter parking

OPPORTUNITIES

- streamline traffic for safety and convenience
- create easier bike connections
- restore historic railroad bridge for pedestrians
- provide views of Lady Bird Lake
- improve water quality of street stormwater runoff

CONSTRAINTS

- city utilities spanning Shoal Creek
- decaying railroad bridge
- narrow commuter bridge
- busy plaza
- flood plain of Shoal Creek



COMMENTS RECEIVED DURING INITIAL PUBLIC SURVEY:

"Extremely congested bottleneck. Impossible to bike through, dangerous for pedestrians."

"...making the street into a shaded area with benches and trees would create a better connection with the bridge and a more lively public space..."

"too many cars here"

"Delineating between the cyclist and pedestrian right of way is a must here!"

"Enforce scooter restrictions on the sidewalk or add proper scooter parking."

"Biking through this bridge is a bit dangerous since it essentially goes through a patio. Some signage or markings would really improve this!"



3RD & NUECES, LOOKING WEST TOWARDS SHOAL CREEK

MARGARET MOSER PLAZA & 3RD STREET BRIDGES: CONCEPTS

- separated pedestrian and bike lanes across new bike/ped bridge
- people-dominated plaza spaces where cars yield to pedestrian traffic
- wider pedestrian bridge for bikes, scooters, pedestrians and pets
- green streets with shade trees for health and comfort
- clear directional signs
- gateway element for district identity
- restoration of the historic rail line
- park space on old trestle bridge



GREEN STREETS



WIDER TRAILS AND BRIDGE ACROSS NEW BIKE/PED BRIDGE



PEDESTRIAN-FRIENDLY PLAZA WHERE CARS ARE SECONDARY



HISTORIC RAIL RENOVATION



TRESTLE PARKLET



WELCOMING, ICONIC GATEWAY



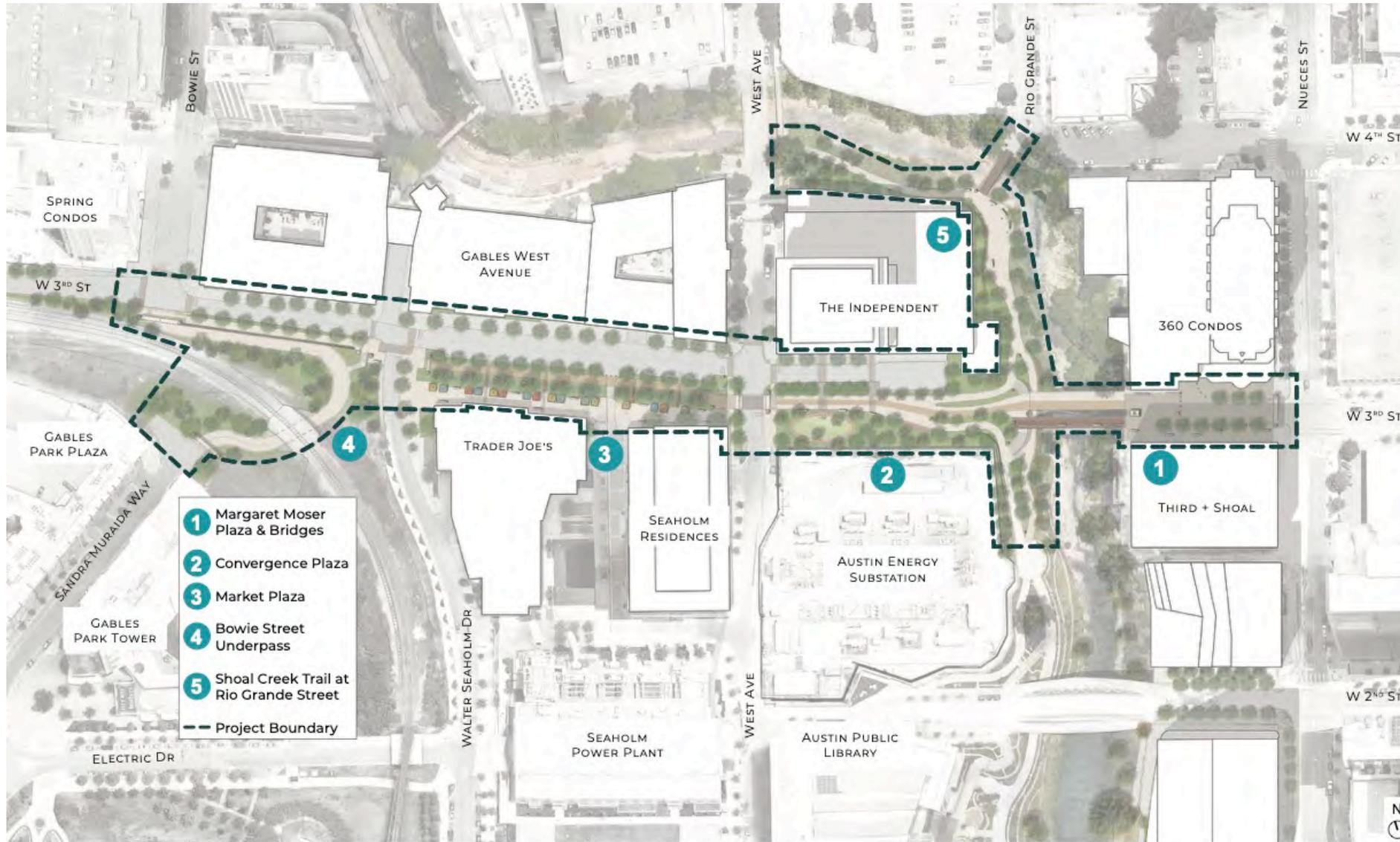
INTUITIVE WAYFINDING

(PHOTO: WASHINGTON.ORG)

(PHOTO: TERENCE ANTONIO JAMES / CHICAGO TRIBUNE)

(PHOTO: APPLEBOX IMAGING)

Convergence Plaza



CONVERGENCE PLAZA: TODAY

PUBLIC FEEDBACK SUMMARY

- creek trail is poorly lit and feels unsafe
- trash not cleaned regularly
- blind crossings and hairpin turns are challenging for cyclists
- could use more places to sit

OPPORTUNITIES

- provide a continuous trail along the creek
- improve lighting along the creek trail
- widen paths for pedestrians and bikes
- improve areas around Austin Energy land for public use

CONSTRAINTS

- overhead and underground utilities
- confusing traffic crossings and conflicts
- significant grade changes



COMMENTS RECEIVED DURING INITIAL PUBLIC SURVEY:

"this area needs more benches!"

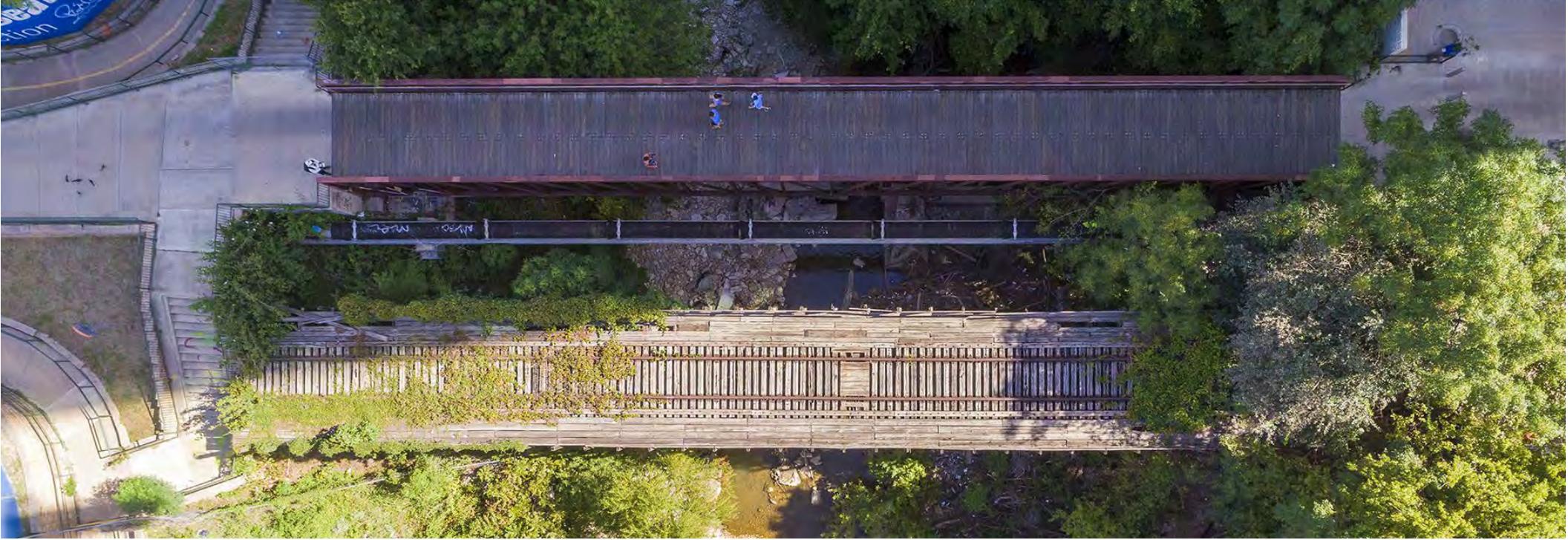
"... it would be nice to have the trail be a good bit wider here. it's super high volume..."

"bike + ped continuous beneath bridge so we don't have to walk up the stairs or ride around the curve."

"in addition to widening path, consider some sort of evening lighting."

"this corner is tough to navigate ...it's impossible to see westbound traffic until you're basically already crossing."







CONVERGENCE PLAZA: CONCEPTS

- dedicated bike lanes
- wider paths
- dog park for residents and to reduce landscape damage
- educational and wayfinding signage
- use special paving colors or patterns to aid in wayfinding
- utilize open space
- provide space for seating



PAVING COLORS AND TEXTURES CAN AID IN WAYFINDING



MAPS AND INFORMATIVE SIGNS PROVIDE AN ENGAGING TRAIL EXPERIENCE



DESIGNATED DOG AREA



DESIGNATED HIKE AND BIKE LANES



WIDER PATHS PROVIDE CONVENIENCE AND SAFETY



(PHOTO: JEFFREY P. BUEHNER)

BIKE RACKS



FIXED AND FLEXIBLE SEATING

CONVERGENCE PLAZA: IN THE FUTURE (OPTION 1)

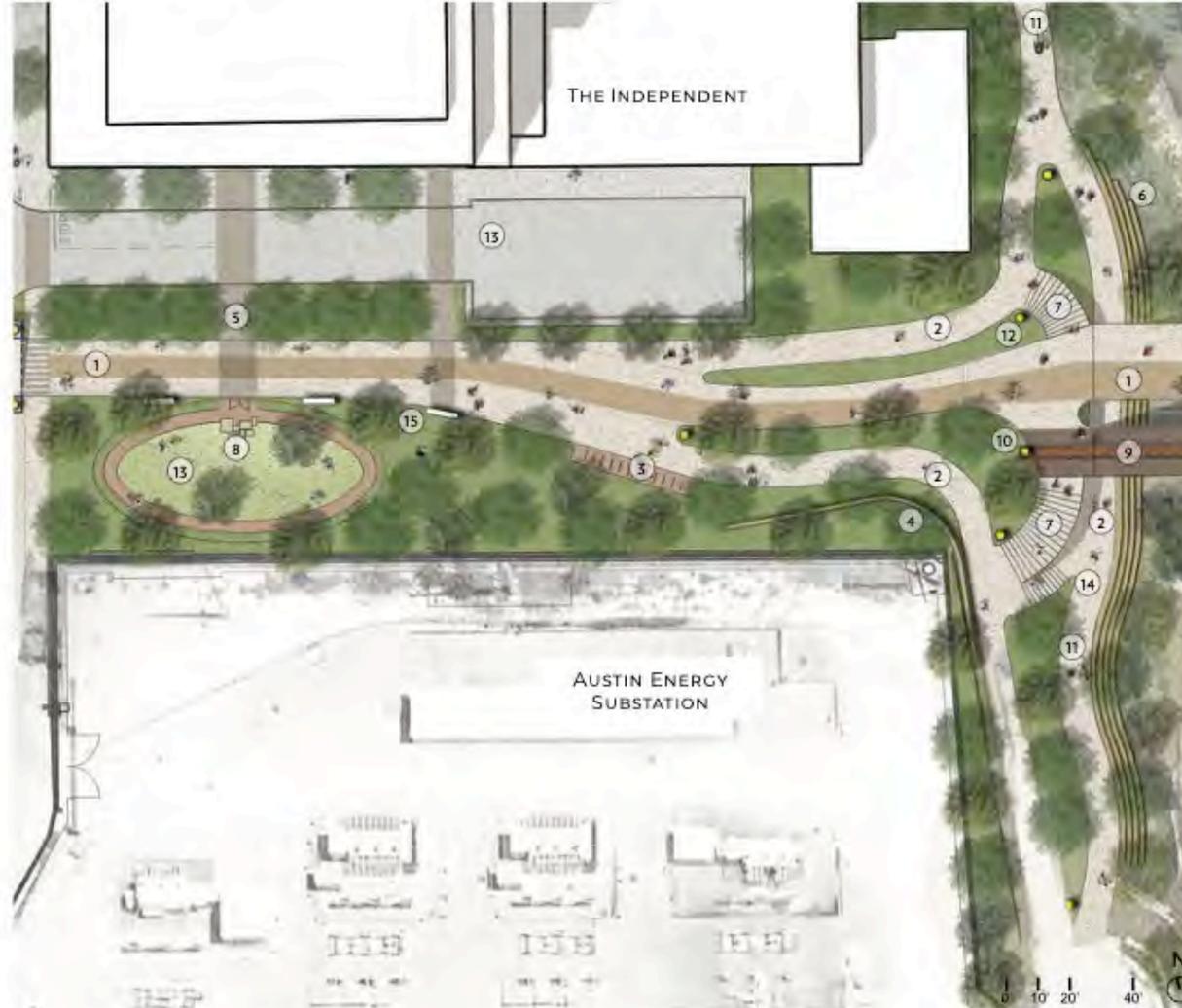
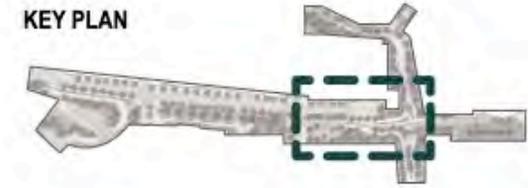
PLAZA GOALS: EAST-WEST

- dedicated bike lanes
- reduce bike and pedestrian conflicts
- connectivity to new development
- utilize open space
- wider paths

CREEK TRAIL GOALS: NORTH-SOUTH

- continue trail under bridges
- interpretive/educational signage
- wider paths
- safer conditions

KEY PLAN



- ① BIKE LANE: VARIES FROM 8' TO 10' WIDE
- ② SHARED-USE PATH: AVERAGE 10' WIDE
- ③ BIKE PARKING
- ④ REALIGNED WALL: ALLOWS FOR BETTER VISIBILITY ON THE PATH
- ⑤ ENHANCED PAVING: A CHANGE IN PAVING HELPS DEFINE KEY PATHS
- ⑥ QUARRY BLOCK RETAINING WALL: ALLOWS FOR CREEK TRAIL WIDENING
- ⑦ **TWO SETS OF STAIRS: FOR DIRECT ACCESS TO AND FROM THE CREEK TRAIL**
- ⑧ FENCED DOG PARKLET: 3,200 SF DEDICATED AREA FOR PET RESIDENTS
- ⑨ HISTORIC RAIL LINE: FOLLOWS THE HISTORIC TRAIN PATH
- ⑩ TRESTLE SIGNAGE: AN HISTORIC NARRATIVE OF THE TRAIN BRIDGE
- ⑪ TRAIL WITH INTERPRETIVE SIGNAGE: FOR CREEKSIDE LEARNING
- ⑫ WAYFINDING SIGNAGE: TO REDUCE CONFUSION AND CONFLICTS
- ⑬ EXISTING DRIVE LANE & GARAGE ACCESS
- ⑭ PATH LIGHTING: CREATING A SAFER NIGHTTIME CREEK TRAIL
- ⑮ FIXED BENCH SEATING

CONVERGENCE PLAZA: IN THE FUTURE (OPTION 2)

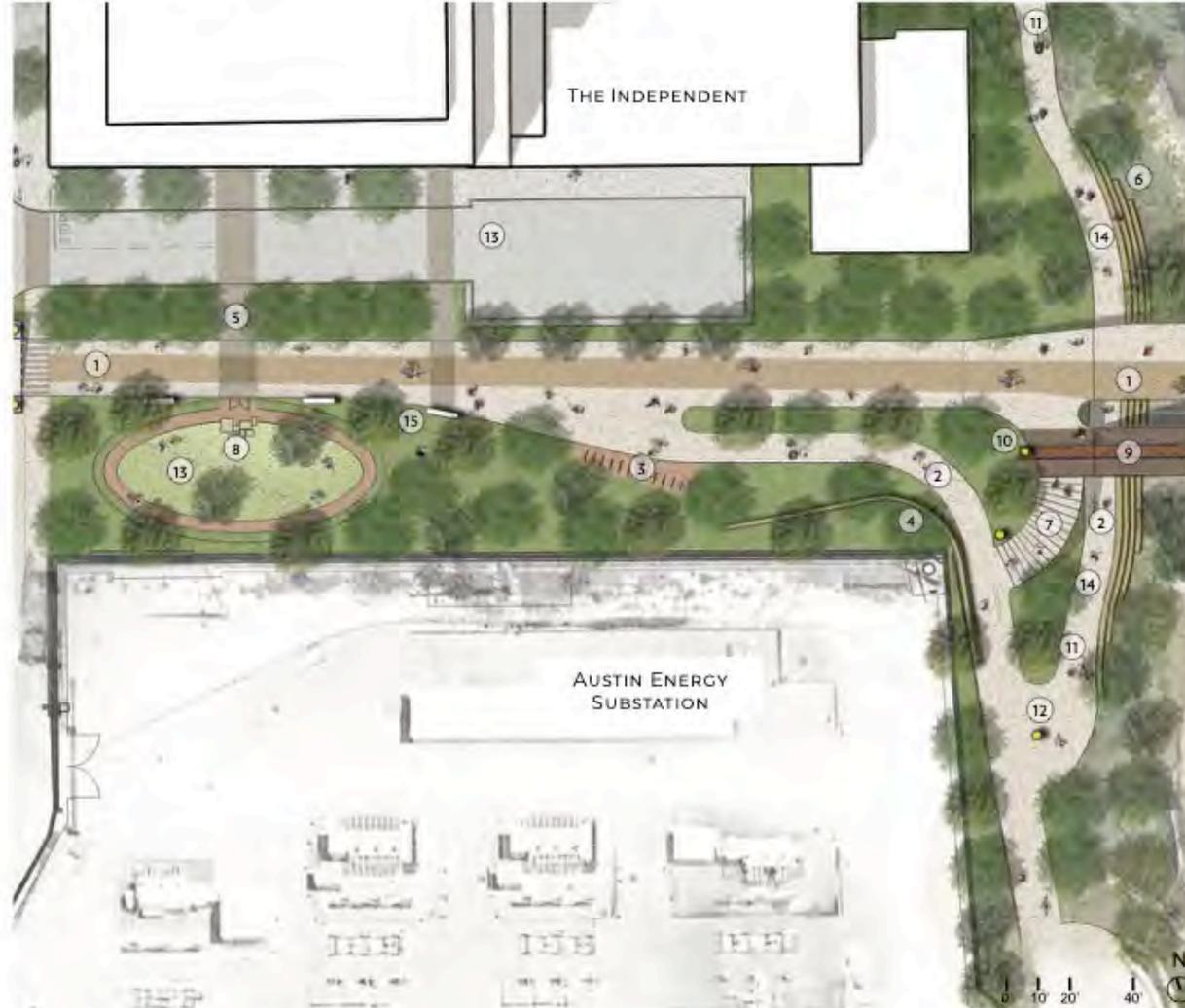
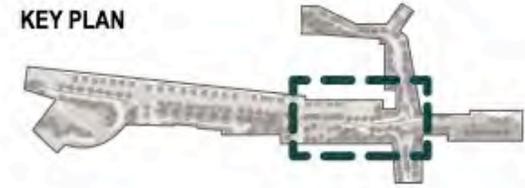
PLAZA GOALS: EAST-WEST

- dedicated bike lanes
- reduce bike and pedestrian conflicts
- connectivity to new development
- utilize open space
- wider paths

CREEK TRAIL GOALS: NORTH-SOUTH

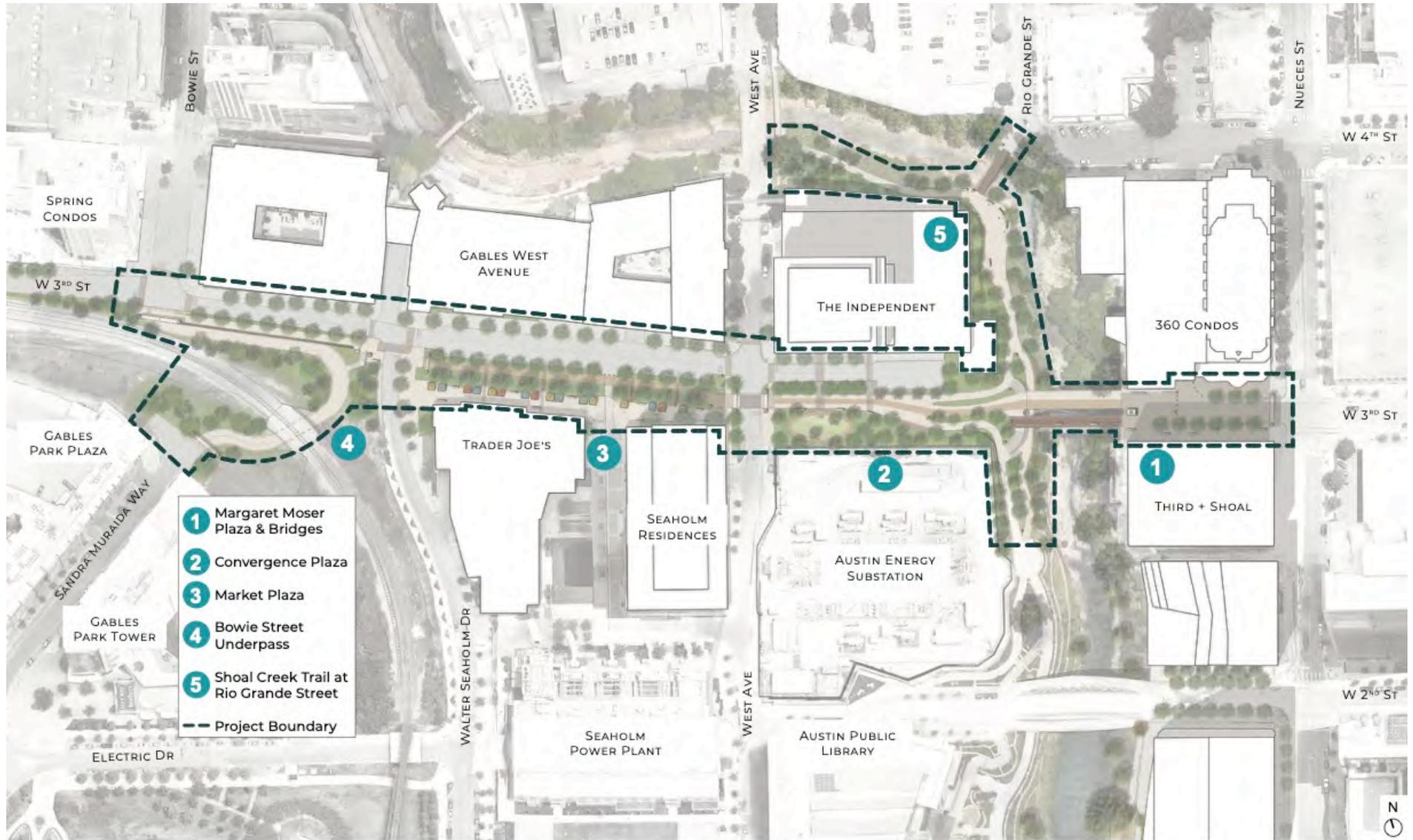
- continue trail under bridges
- interpretive/educational signage
- wider paths
- safer conditions

KEY PLAN



- ① BIKE LANE: VARIES FROM 8' TO 10' WIDE
- ② SHARED-USE PATH: AVERAGE 10' WIDE
- ③ BIKE PARKING
- ④ REALIGNED WALL: ALLOWS FOR BETTER VISIBILITY ON THE PATH
- ⑤ ENHANCED PAVING: A CHANGE IN PAVING HELPS DEFINE KEY PATHS
- ⑥ QUARRY BLOCK RETAINING WALL: ALLOWS FOR CREEK TRAIL WIDENING
- ⑦ **ONE SET OF STAIRS: REDUCES CONFLICTS, ALLOWS A WIDER PATH FROM BRIDGE**
- ⑧ FENCED DOG PARKLET: 3,200 SF. DEDICATED AREA FOR PET RESIDENTS
- ⑨ HISTORIC RAIL LINE: FOLLOWS THE HISTORIC TRAIN PATH
- ⑩ TRESTLE SIGNAGE: AN HISTORIC NARRATIVE OF THE TRAIN BRIDGE
- ⑪ TRAIL WITH INTERPRETIVE SIGNAGE: FOR CREEKSIDE LEARNING
- ⑫ WAYFINDING SIGNAGE: TO REDUCE CONFUSION AND CONFLICTS
- ⑬ EXISTING DRIVE LANE & GARAGE ACCESS
- ⑭ PATH LIGHTING: CREATING A SAFER NIGHTTIME CREEK TRAIL
- ⑮ FIXED BENCH SEATING

Market Plaza



MARKET PLAZA: TODAY

PUBLIC FEEDBACK SUMMARY

- confusing vehicular intersection
- dangerous crosswalk
- redundant drive streets
- not enough bike parking
- poor landscaping and maintenance
- not enough shade

OPPORTUNITIES

- provide safer intersections
- introduce more shade
- improve water quality from street runoff
- designated bike path
- better pedestrian experience
- re-vegetate the median with native plantings

CONSTRAINTS

- vehicular access and parking needs
- fire department access
- Austin Energy overhead power lines
- pet relief needs



COMMENTS RECEIVED DURING INITIAL PUBLIC SURVEY:

- "Poorly designed intersection."*
- "Please put some shade trees along this little patch of grass."*
- "This area needs more bike parking."*
- "Converting Power Plant Drive to walk and bike would make cars flow more naturally again."*
- "More plants, less concrete."*
- "Please get rid of the awful redundant street in front of Trader Joe's ... It should just be a trail and public space."*
- "Make this intersection a raised table to slow car traffic and provide level crossing for people walking and on bikes."*

INTERSECTION OF WEST 3RD STREET & WEST AVENUE FACING WEST



MARKET PLAZA: CONCEPTS

- dedicated bike lane
- dedicated pedestrian plaza
- pop-up retail opportunities
- stormwater treatment from street runoff
- safer crosswalk
- tighter turning radius for cars and shorter crosswalks
- bold graphic markings to slow traffic
- speed hump slows cars at crosswalks



PLAZA SPACE FOR MARKET EVENTS



PEDESTRIAN BRIDGE OVER STORMWATER SWALE



GRAPHIC CROSSWALKS TO SLOW CARS



VENDOR KIOSKS AND CASUAL SEATING



DEDICATED BIKE LANE & SIGNAGE



ICONIC GATEWAY ELEMENTS



RAISED PEDESTRIAN CROSSING HELPS SLOW CARS

(PHOTO: CITY OF CINCINNATI)

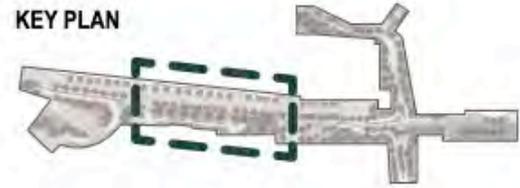
(PHOTO: DAVID M. LEVINSON)

MARKET PLAZA: IN THE FUTURE

GOALS

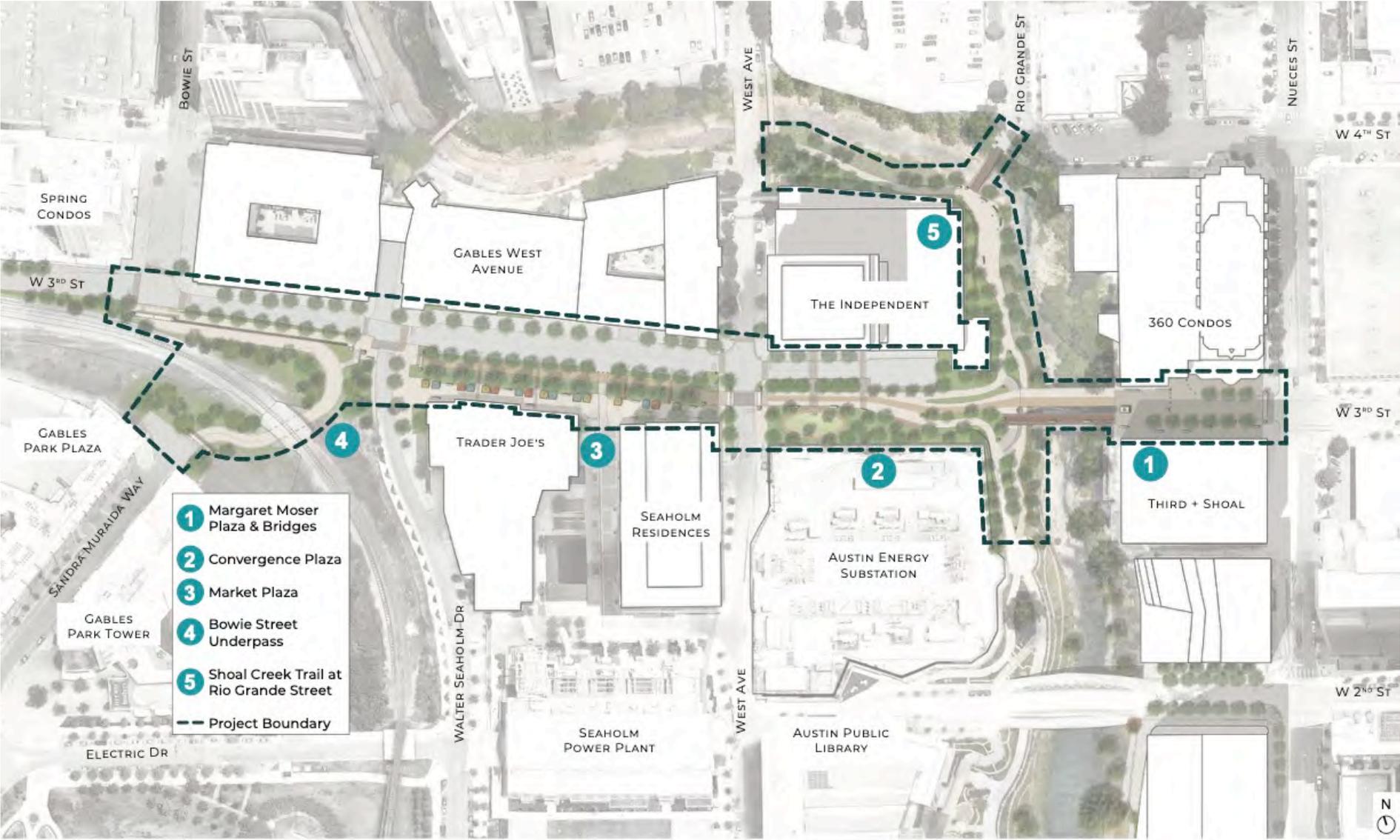
- reduce vehicular dominance
- repurpose redundant parallel streets for pedestrians and bikes
- provide safer crossings and reduce confusion
- provide dedicated bike path
- improve pedestrian experience
- maintain street parking
- increase retail opportunities, such as pop-up markets
- manage stormwater runoff
- connect to future Bowie Street underpass

KEY PLAN



- 1 BIKE LANE: 12' WIDE DEDICATED
- 2 PEDESTRIAN ZONE: BIKE DISMOUNT AREA
- 3 IMPROVED CROSSWALK: 18' WIDE SHARED BIKE AND PEDESTRIAN; 4-WAY VEHICULAR STOP; GRAPHIC MARKINGS TO SLOW TRAFFIC
- 4 REALIGNED STOP SIGNS: FOR BETTER VISIBILITY AND SAFER CROSSINGS
- 5 REALIGNED CURBS: SLOWS TURNING CARS
- 6 ENHANCED PAVING: SPECIAL FINISHES PROVIDE A UNIQUE STREETScape IDENTITY
- 7 BRIDGE ACROSS SWALE: TREATS STORMWATER RUNOFF FROM THE STREET
- 8 MARKET TENTS: POP-UP OR KIOSK RETAIL SPACES THAT ACTIVATE THE PLAZA
- 9 FIXED BENCH SEATING
- 10 PATIO CAFE SEATING
- 11 REMOVABLE BARRICADES: STOP CARS BUT ALLOW FOR EMERGENCY ACCESS
- 12 WAYFINDING SIGNAGE: TRAIL DIRECTIONALS
- 13 GATEWAY ELEMENT: DEFINES THE PLAZA AND GREEN BELT AS A SPECIAL DISTRICT
- 14 AUSTIN ENERGY OVERHEAD POWER LINE
- 15 EXISTING FIRE LANE: MAINTAIN ACCESS
- 16 EXISTING PARALLEL STREET PARKING: MAINTAIN ACCESS

Shoal Creek Trail at Rio Grande



SHOAL CREEK TRAIL AT RIO GRANDE STREET: TODAY

PUBLIC FEEDBACK SUMMARY

- widen the trail
- create a safer trail
- clean up trash and make space feel more safe
- create seating areas

OPPORTUNITIES

- widen the trail
- create passive seating areas
- showcase historic Little Shoal Creek
- remove invasive species and restore native habitat

CONSTRAINTS

- narrow conditions
- flood plain
- utilities spanning creek



COMMENTS RECEIVED DURING INITIAL PUBLIC SURVEY:

"The area under the bridge next to the library has become a big concern. ...I very much hope we can find ways to clean the area up."

"The West Ave pedestrian bridge is way too narrow"

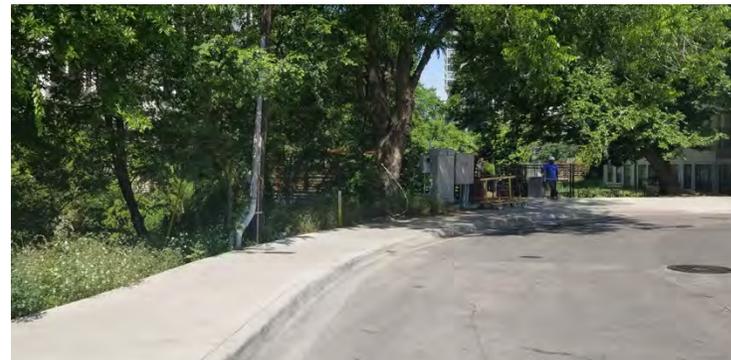
"Add bike- and ped-oriented wayfinding here and at other nearby trail intersections."

"Incentivize restaurant & patio space along the creek"

"This bit of trail is kind of narrow and the railings jut out narrowing it further. hopefully can be widened in the future"



RIO GRANDE PEDESTRIAN BRIDGE OVER SHOAL CREEK, FACING THE INDEPENDENT



CORNER OF 4TH AND RIO GRANDE, FACING SHOAL CREEK



OUTFALL AT LITTLE SHOAL CREEK

SHOAL CREEK TRAIL AT RIO GRANDE STREET: CONCEPTS

- capture runoff from the streets in forebays to treat pollutants before entering the creek
- provide educational signage
- provide scenic overlook areas



STORMWATER FEATURES TO TREAT WATER QUALITY



CREATE OVERLOOK AREAS WHERE THE TRAIL IS NARROW



BOARDWALK TRAIL OVER CREEK

(PHOTO: JEFFREY P. BUEHNER)



TRAIL LIGHTING

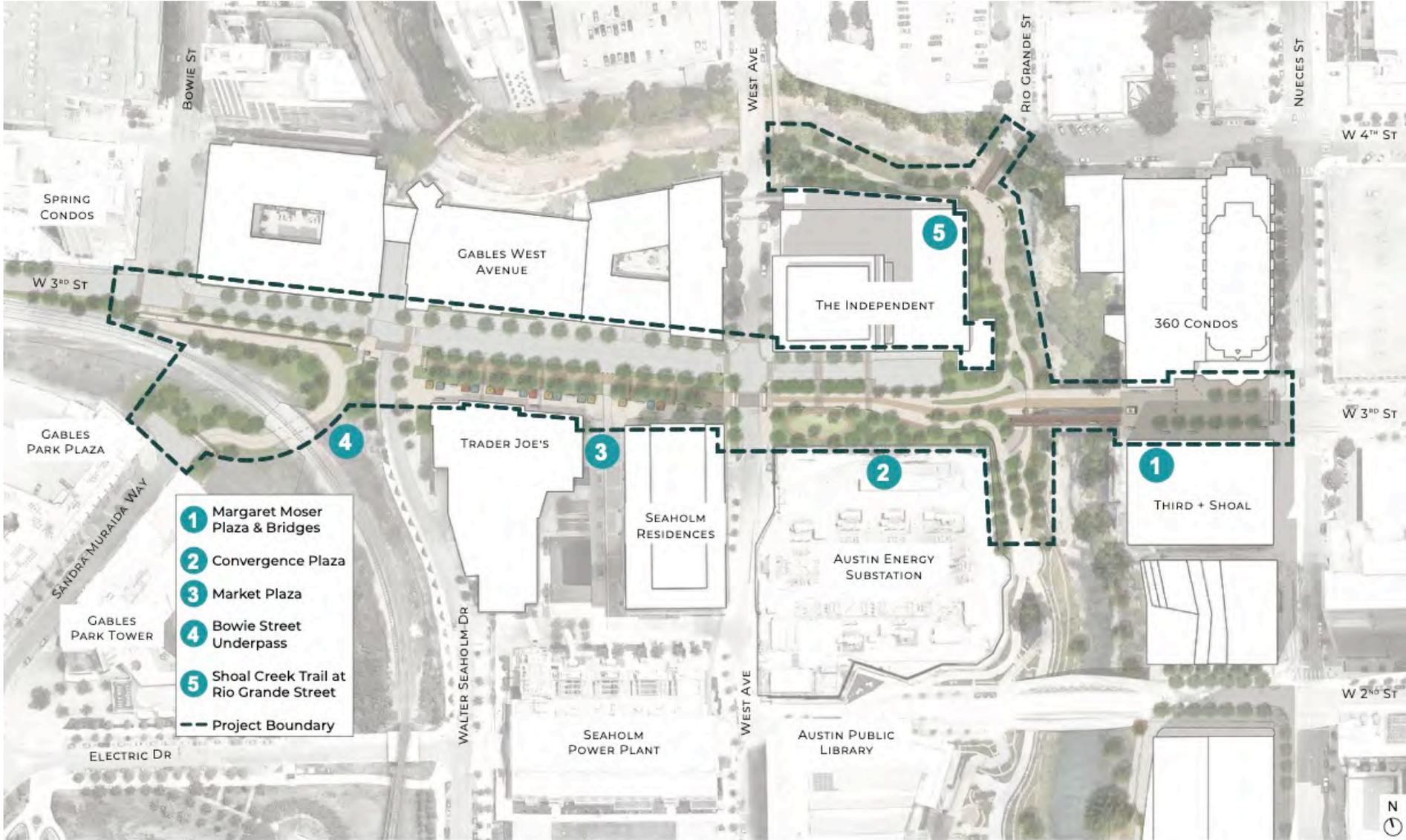


NATIVE PLANT RESTORATION



LITTLE SHOAL CREEK OUTFALL AT 4TH & RIO GRANDE

Bowie Street Underpass



BOWIE STREET UNDERPASS: TODAY

PUBLIC FEEDBACK SUMMARY

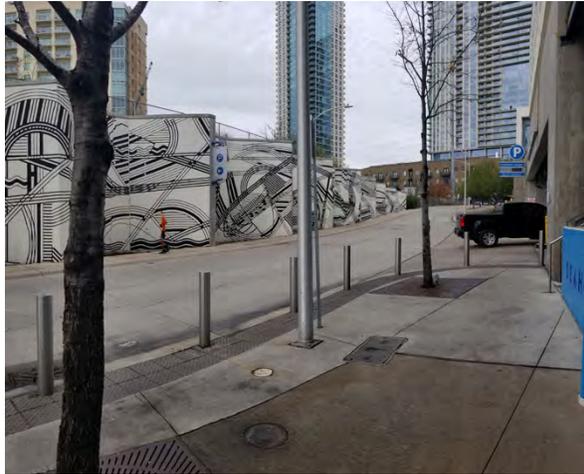
- create safe connections for bikes and pedestrians
- wider sidewalks
- use vacant city-owned property next to the train line for improved streetscape

OPPORTUNITIES

- create a designated bike & pedestrian connection to Pfluger bridge
- create safer crossings
- provide shaded sidewalks

CONSTRAINTS

- Union Pacific active railway
- Austin Energy overhead power lines
- narrow roadway
- significant grade changes



COMMENTS RECEIVED DURING INITIAL PUBLIC SURVEY:

"Put in proper sidewalks on south side of W 3rd street heading towards Lamar. Add trees, landscaping if possible to make more pedestrian friendly near the train tracks."

"Utilize local artists to create unique lighting and wall murals around underpass so it is inviting and safe."

"Ensure the Bowie Underpass serves people well going to/from 3rd St. both eastbound and westbound."

"These sidewalks aren't wide enough. I love the trees but they're positioned right in the middle of the walkway."

"We really badly need all-way stop signs in this corner plus a crosswalk across 3rd Street on the other side of Bowie "

"Train noise is unbearable"



BOWIE STREET UNDERPASS: CONCEPTS

- wide shared path
- trestle underpass structure
- street trees
- improved crossing
- gateway element



WIDE SHARED PATH



STREET TREES



ICONIC GATEWAY ELEMENT



NATIVE PLANTING



GRAPHIC CROSSWALKS TO SLOW CARS



PUBLIC ART



TRAIN BRIDGE UNDERPASS

(PHOTO: LAURIE FRICK)

PROPOSED BIKE & TRAIL ROUTES



- New Cypress Green Belt
- Shoal Creek Trail
- L. Armstrong Bikeway
- Butler Trail
- Pfluger Bridge
- - - Project Boundary

Next Steps

- Develop final concept incorporating public feedback on draft public space strategy
- Develop phasing strategy, cost estimates, and inspirational renderings
- Develop funding strategy

Most Popular Comments

Love the removal of the slip street (which is the root of all of the current problems in this area). Also love that the market/popup programming area is separate from the bike path. The rendering shows more street trees, which is awesome - does this mean that the power lines above area being rerouted or buried? My understanding was that street trees were not permitted underneath those beefy lines - I hope I'm wrong, I would love to see more trees in this area!

Dec 21, 2020 11:27 AM -06:00 | Like (23) Dislike (0)

Excellent concept - this will be an incredible improvement in this area! 100% on the insertion of a bike path, landscaped stormwater features, and enhanced pedestrian zone in front of Trader Joes / Seaholm. The intersection at West will be vastly safer and less confusing, as well, with the removal of the slip street. Recommend enhancing the landscaping and enlarging sidewalk on north side of 3rd street, as well.

Dec 21, 2020 10:18 AM -06:00 | Like (14) Dislike (0)

This will be such an improvement to the unsafe existing condition of two side by side parallel streets. That secondary street in front of Trader Joes needs to go!

Dec 21, 2020 11:37 AM -06:00 | Like (17) Dislike (0)

Most Popular Comments

The street and the bridge behind the library should be for pedestrians and bikes only. It feels like that is the way it was designed. Why are cars allowed behind there? Someone is going to get hurt or **killed**. This is a beautiful, serene area for people, not cars - please! Thank you.

Dec 21, 2020 9:23 AM -06:00 | Like (16) Dislike (2)

I love the bridge concepts, but the plaza is lacking. Prior to the construction of the tower on this block, there was no parking on either side of the street for this block and painted bike lanes. The developer conveniently did not put the no parking signs back and this is now regularly used for parking. The bike lanes should be brought back here as protected bike lanes and the no parking signs should be reinstalled. "Managing" the cars will just mean they will continue to park as they please.

Dec 21, 2020 11:32 AM -06:00 | Like (15) Dislike (0)