Our CONGRESS AVENUE ENVISION!

STREETSCAPE IMPROVEMENTS
URBAN DESIGN INITIATIVE

PUBLIC MEETING 4
MARCH 5, 2019
AGENDA

**Introduction**
Timeline | Existing Initiatives | Public Engagement | Next Steps

**Balance the Avenue**
Mobility Overview | Street Space Allocation | Ann W. Richards Congress Ave Bridge
Bike & Scooter Lanes | Curbside Management & Flex Parking

**Pedestrian Realm**
Congress Avenue for All | Defining the Sidewalk | Seating & Furnishing
Lighting | Trees | Green Infrastructure | Ann W. Richards Congress Ave Bridge

**Design Concepts & Placemaking**
Civic Stage | Heart of Austin | Green Gateways | Vibrant Crossings

**Implementation**
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

SOUTH CENTRAL WATERFRONT
VISION FRAMEWORK PLAN

June 2016                         Austin, Texas

Downtown Austin Master Plan, 2011

XYZ Atlas Congress
Launch
PUBLIC EVENT # 1

Demonstrated the existing conditions and challenges of the corridor today

161
Attendees

2,320+
Comment Cards
517 in person
1,830+ online
Transform
PUBLIC EVENT # 2

The second public event was held at various locations along Congress Avenue on June 2-3, 2017.
Transform
PUBLIC EVENT # 2

Activations and pop-up events along the Avenue demonstrated potential streetscape design elements.
Imagine
PUBLIC EVENT # 3
The third public event invited Austin residents to discuss and evaluate different concepts for Congress Avenue.
Public Event 3: Imagine!

Common Elements

Sidewalks for People
Common Elements

In many places along Congress Avenue, active ground floor uses such as small retail stores, cafes, and bars benefit from pedestrian activity and local foot traffic. These activities can be enhanced through design strategies that improve safety and comfort for pedestrians. The walkability of Congress Avenue can be improved through design strategies that enhance safety, comfort, and connectivity for pedestrians.

Safe Bike Lanes
Common Elements

Congress Avenue is a key node in the local bike network. Creating dedicated bike lanes can improve safety and comfort for cyclists, encourage more people to bike, and connect areas of the city. The potential exists to add dedicated bike lanes along Congress Avenue through design strategies that improve safety, comfort, and connectivity for cyclists.

Flexible Transit
Common Elements

A circulator connecting Downtown Austin with South Congress Avenue will tie together several of the city's most dynamic neighborhoods, providing access from under-served neighborhoods, and help reduce congestion by providing an alternative to driving. Project Connect, provide access from under-served neighborhoods, and help reduce congestion by providing an alternative to driving.

Spaces for Celebration
Common Elements

Congress Avenue is the political, cultural, historic, and symbolic center of Texas's capital city. The Avenue hosts a diverse range of events, festivals, and parades that can attract thousands of visitors. Design strategies that enhance the Avenue's potential for events can help to celebrate the Avenue's role as a cultural, historical, and social hub.

Active Ground Floors
Common Elements

In many places along Congress Avenue, active ground floor uses such as small retail stores, cafes, and bars benefit from pedestrian activity and local foot traffic. These activities can be enhanced through design strategies that improve safety and comfort for pedestrians. The walkability of Congress Avenue can be improved through design strategies that enhance safety, comfort, and connectivity for pedestrians.

Healthy Landscapes
Common Elements

FRONTAGE

Public Event 3: Imagine!

Station 4

ENVIRONMENT

SOCIAL EQUITY

CULTURE & HISTORY

MOBILITY & CONNECTIVITY

ACTIVE GROUND FLOORS

CONSTITUENCY

COMMUNITY

ECONOMICS

Precinct

Station 4

Cafés, benches, bike racks, etc. vary along Congress Avenue, providing opportunities for social interaction and rest. Design strategies that enhance pedestrian experience can help to create a more inviting and comfortable environment for people.

Flexible Transit
Common Elements

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Imagine
PUBLIC EVENT # 3

<table>
<thead>
<tr>
<th>Key Sentiments (Number of responses)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agree</td>
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</table>

More Trees
More Vehicular Lanes
Bigger Sidewalks
Improve Safety
Add Transit
Reduce Parking
Flex Parking
More Bike Lanes
Eliminate Left Turns

Station 5: BALANCE THE AVENUE
input opportunity

WHICH OPTION PROVIDES THE BEST OVERALL BALANCE FOR THE AVENUE?

(roll)

5 Lanes / 18’ Sidewalk
Five travel lanes plus parking and raised bike lanes

5 Lanes Flex / 27’ Sidewalk
Five flex-lanes including off-peak parking and raised bike lanes

4 Lanes / 24’ Sidewalk
Four travel lanes plus parking and raised bike lanes

HOW WOULD YOU IMPROVE THESE OPTIONS?

Option A: 5 Lanes / 18’ Sidewalk
Five travel lanes plus parking and raised bike lanes

Option B: 5 Lanes Flex / 27’ Sidewalk
Five flex-lanes including off-peak parking and raised bike lanes

Option C: 4 Lanes / 24’ Sidewalk
Four travel lanes plus parking and raised bike lanes

Key Sentiments (Number of responses)

Existing
Option A: 5 Lanes / 18’ Sidewalk
Option B: 5 Lanes Flex / 27’ Sidewalk
Option C: 4 Lanes / 24’ Sidewalk

249 responses

Vehicular 43%
Parking 13%
Sidewalk 30%
Bike 13%

Vehicular 35%
Parking 13%
Sidewalk 38%
Bike 13%

Vehicular 25%
Parking/Flex 18%
Sidewalk 43%
Bike 13%

~10 parking spaces/block
~16 parking spaces/block
~10 parking spaces/block

Imagine
PUBLIC EVENT # 3
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?

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

LAUNCH

P1

SPRING 2017
Project Survey

TRANSFORM

P2

SUMMER 2017
Stakeholder Focus Groups

IMAGINE

P3

SPRING 2018
Design Concept Development

ENVISION

P4

FALL + WINTER 2018
Draft Project Report

SPRING 2019
Final Project Report

WE ARE HERE
Draft Recommendations:

Balance the Avenue

- Mobility Overview
- Street Space Allocation
- Ann W. Richards Congress Avenue Bridge
- Bike & Scooter Lanes
- Curbside Management & Flex Parking
Balance the Avenue
MOBILITY OVERVIEW: A MULTIMODAL AVENUE

**Regional**
Downtown Employees within Walking or Biking Distance from Work

- 25% within 1 mile
- 5% within 1-5 miles
- 20% within 5-10 miles
- 12% within 10-25 miles
- 18% within 25+ miles

- 86,000 Downtown Employees

**Local**
Downtown Residents within Walking or Biking Distance from Work

- 60% within 1 mile
- 12% within 1-5 miles
- 18% within 5-10 miles
- 10% within 10-25 miles
- 5% within 25+ miles

- 12,000 Downtown Residents

% within easy walking and biking distance

MORE ACCESS FOR ALL MODES

- Motor Vehicle
- Transit
- Bike / Scooter
- Pedestrian

<table>
<thead>
<tr>
<th>Mode</th>
<th>Existing</th>
<th>Recommended</th>
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<tbody>
<tr>
<td>Capacity (people / hour)</td>
<td>0 - 5,000</td>
<td>5,000 - 10,000</td>
</tr>
</tbody>
</table>

Existing Bike Heatmap

Existing Pedestrian Heatmap
STREET SPACE ALLOCATION: EXISTING

Parking:
~ 12 permanent spaces per block

Left Turns:
Allowed with option for left turns

Allocation of Space:
- Vehicular 52%
- Parking & Amenity Zone 28%
- Sidewalk 20%
- Shared Bike Lane

Left Turns:
Allowed with option for left turns

Parking:
~ 12 permanent spaces per block

Allocation of Space:
- Vehicular 52%
- Parking & Amenity Zone 28%
- Sidewalk 20%
- Shared Bike Lane

Pedestrian Zone
Parking & Amenity Zone
Travel Lane / Shared Bike Lane
Travel Lane
Travel Lane / Turn Lane
Travel Lane / Turn Lane
Travel Lane
Travel Lane / Shared Bike Lane
Parking & Amenity Zone
Pedestrian Zone
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
ANN W. RICHARDS
CONGRESS AVE BRIDGE: EXISTING

Vehicular 50%
Bike / Sharrow 25%
Sidewalk 25%

Allocation of Space
- Vehicular 50%
- Bike / Sharrow 25%
- Sidewalk 25%
ANN W. RICHARDS
CONGRESS AVE BRIDGE: RECOMMENDED
BICYCLE AND SCOOTER LANE

6.5' lane wide enough for passing

2' Wide Buffer

Space for Queuing at Intersections
CURBSIDE MANAGEMENT & FLEX PARKING

Travel Lane During Peak Hours

Circulator Stop
Parking during light traffic hours

Drop off zone
Draft Recommendations:

Pedestrian Realm

- Congress Avenue for All
- Defining the Sidewalk
- Seating & Furnishing
- Lighting
- Trees
- Green Infrastructure
- Ann W. Richards Congress Ave Bridge
Pedestrian Realm
Accessibility Issues

- Cross-slope exceeds 2%
- Running-slope exceeds 5%
- Curb ramp slope exceeds 8.3%
- Horizontal opening exceeds 1/2"
- Vertical height exceeds 1/2"

- Protruding object in circulation path
- Accessible parking is non-compliant
- Ground material is non-compliant
- Push button reach range or level clear floor is non-compliant

Steep ADA Ramps

Non-compliant ADA Parking

Steep slope across sidewalk
Took the bus out to make the slope less obvious - AM

Section @ 700 block

Recommended Cross-Slope
- Existing Section
- ADA Compliant Section
DEFINING THE SIDEWALK

8’ Storefront Area 9.5’ Walking Area 8’ Amenity Area
Spaces to Meet, Eat, Work, Perform, and Tell Stories
Historic streetlights updated for the 21st Century
A resilient mix of Texas Oak trees
Continuous soil volume directly affects mature canopy size. Sufficient soil volume for a healthy tree canopy includes:

- 100 ft³
- 300 ft³
- 1,000 ft³

SOIL & TREE HEALTH
SOIL & GREEN INFRASTRUCTURE

- Stormwater infrastructure as part of a full depth reconstruction of the roadway

- Runnels Reveal Water Movement, Telling the Story of Hidden Systems

- Permeable Pavers Allow Stormwater to Infiltrate

- Reclaimed Water Distribution ‘Purple Pipe’

- Curb Inlet Collects Road Stormwater Runoff

- Underground Rain Gardens Filter Sidewalk Stormwater Runoff

- Structured Soil Prevents Soil Compaction and Promotes Healthy Roots

- Stormwater Conveyed for Treatment Near Lady Bird Lake

- Large Soil Volume for Healthy Trees
Stormwater flows to Congress Ave

Runoff from sidewalks filtered

Stormwater Terraces

Wasser Creek

Lady Bird Lake

Historic Flooding in the 1930s

Stormwater Management on Cesar Chavez Street

Restoration of Shoal Creek at Austin Central Library

Waller Creek

Lady Bird Lake
BRIDGE LANDINGS

Deck at Edge of Lake

Stormwater Sculpture

Stormwater Terraces

Waterfront deck

Sculpted accessible path

Rain catcher sculpture

Stormwater terraces
RAILING AND SHADE PRECEDENTS
Draft Recommendations:

Design Concepts & Placemaking

- Civic Stage
- Heart of Austin
- Green Gateways
- Vibrant Crossings
Reference Capitol Grounds

Enhance the “Green Frame” of the Capitol Complex

Relationship with Governor’s Mansion
VIBRANT CROSSINGS

Reinforce Connection With Tree Canopy

Local Art Opportunities

Historical and Cultural Interpretative Markers

Special Paving at Key Crossings

Mural Opportunities
Next Steps:

Implementation
## Capital Costs (Estimated)

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
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<tbody>
<tr>
<td>Engineering &amp; Management</td>
<td>$9.6 million</td>
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<tr>
<td>Surveys &amp; Inspections</td>
<td>$1.5 million</td>
</tr>
<tr>
<td>Construction Costs</td>
<td>$50.1 million</td>
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<tr>
<td>Street Reconstruction</td>
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## Potential Funding Sources Include:

- Bond Financing
- Ongoing Development Fees
- Tax Increment Financing
- Federal / State Funding
- Fees Recovered from Dockless Mobility Providers

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*FINANCING*

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*CAPITAL COSTS (ESTIMATED)*

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*THE FIRST PAVING OF CONGRESS AVENUE IN 1905*
Funding Sources for Events, Operations & Maintenance

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

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”