

AIA Austin Advocacy Roundtable:
What's Next for Austin's Streets?

October 28, 2025

AIA Advocacy Roundtable on MOBILITY

28 October 2025

Why should the AIA be concerned about public mobility projects? Here's what AIA National says:

“Meta” Policy

Architecture profoundly affects people. The work of architects is essential to human well-being, and architects must embrace their ethical obligation to uphold this public trust.

**I. Category:
The Architect**

**A. Public Policy:
Civic
Engagement**

As members of their communities, architects are professionally obligated to use their knowledge, skill, and experience to engage in civic life.

**Supporting
Position
Statements**

**1.
Civic
Engagement**

The AIA believes that society and the profession of architecture benefit from civically engaged architects. In order to advance leadership among architects to promote livable, healthy, sustainable, and quality-designed environments for future generations through community participation and advocacy, the AIA supports its members who wish to become civically engaged and does not prevent those members from participating in AIA activities, except where it may be required by law.
(approved December 2018)

CEU Learning Objectives:

- 1. Build awareness of the many mobility projects currently under development and why the design community needs to be engaged.**
- 2. Understand the big issues with projects like I-35 Cap Ex, and how AIA can best make an impact to improve the caps, stitches, frontage roads and shared-use paths.**
- 3. Understand the importance of integrating shade trees into mobility projects, as essential infrastructural elements.**
- 4. Understand the quantity and quality of underground space needed to support healthy street trees.**

Today, there are \$25 billion dollars-worth of public transportation investments in Downtown area, all of which should be informed by “Great Streets” design:

- **Corridor Construction Program** (50 miles of multimodal corridors)
- **I-35 Capital Express & I-35 Cap & Stitch Program** (8 miles of Downtown & Central Austin)
- **Congress Avenue Urban Design Initiative** (Capitol to Riverside Dr)
- **Austin Light Rail Project** (9.8 miles of Downtown & Central Austin)
- **Austin Core Transportation Plan** (entire Downtown network of streets)
- **Revitalization of Historic East 6th Street** (E 6th btwn Congress Ave & I-35)
- **Green Infrastructure Resolution** (Citywide - to integrate trees into public ROWs)
- **Great Streets Master Plan Update, kicked-off Aug 2025** (Downtown-Wide)



Great Streets are made in the SHADE...not like this:



THE ORIGIN STORY OF GREAT STREETS IN AUSTIN:

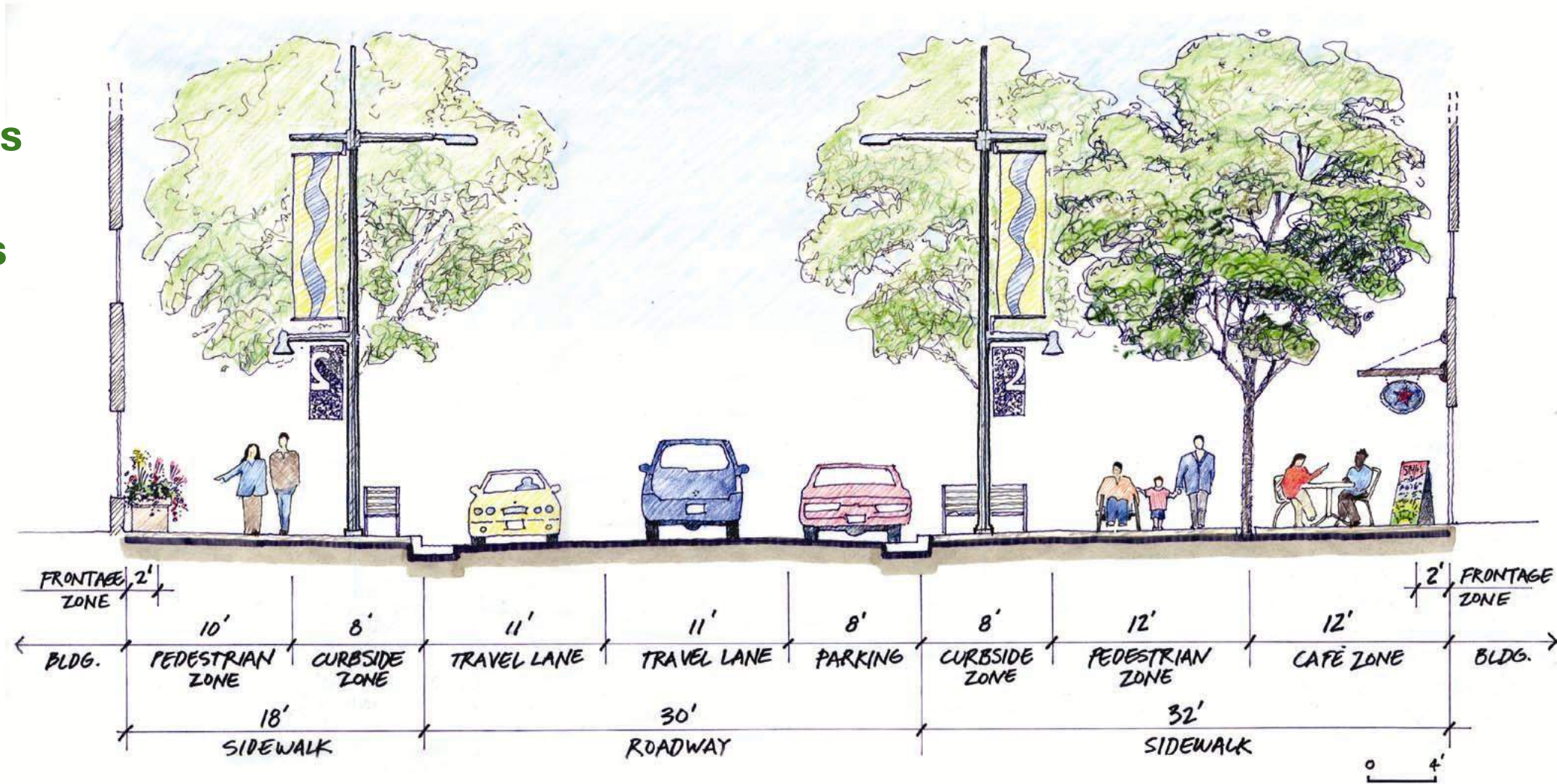
1999: Urban Design Office created in the City of Austin's Planning Dept; the Downtown Great Streets Master Plan is initiated; RUDAT calls for "Pedestrians First" & 2-way Streets; "Smart Growth" policies are adopted; 2 new CSC HQ buildings move Downtown and a new City Hall project begins on the City-owned 6 blocks.

2000: Mayor Watson & Council unexpectedly adopt the Great Streets Standards from the dais, and the Program is born.

Early 2000s: 2nd Street becomes the heart of a new City Hall-anchored retail district

Council Resolution Establishing Hierarchy of Users in Downtown (~2000)

- 1 Pedestrians
- 2 Transit Users
- 3 Bicyclists
- 4 Auto Drivers



2nd St became the “Pedestrian-Dominant” street type in the Downtown Great Streets Master Plan.

First came the 6-block plan, then the GSMP itself, then 2nd St was built.

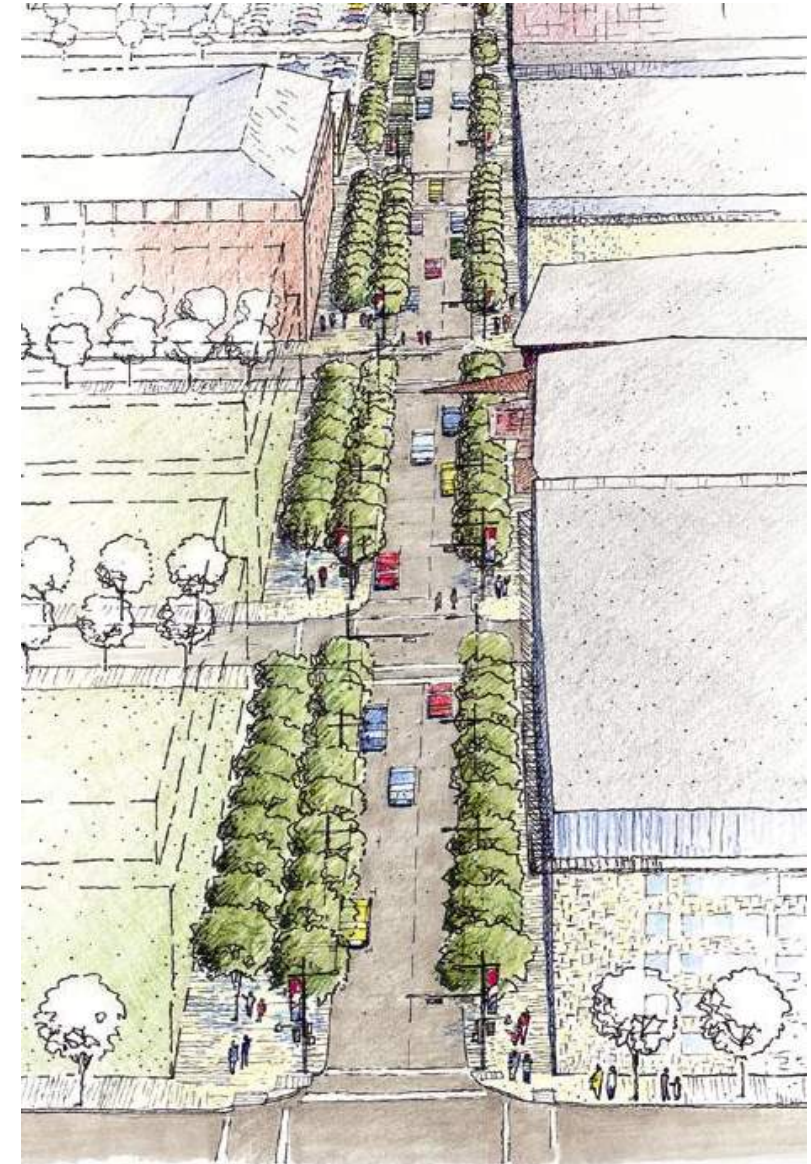
Second Street Retail District

AUSTIN

ROMA was commissioned to assist Bonner Carrington, master retail developers for a new mixed use/civic complex located on six downtown city blocks in Austin, Texas. The goal is to create an active, street-oriented district which currently does not exist in Austin today. ROMA was responsible for developing the streetscape and identity plan for ground floor retail uses along the street.

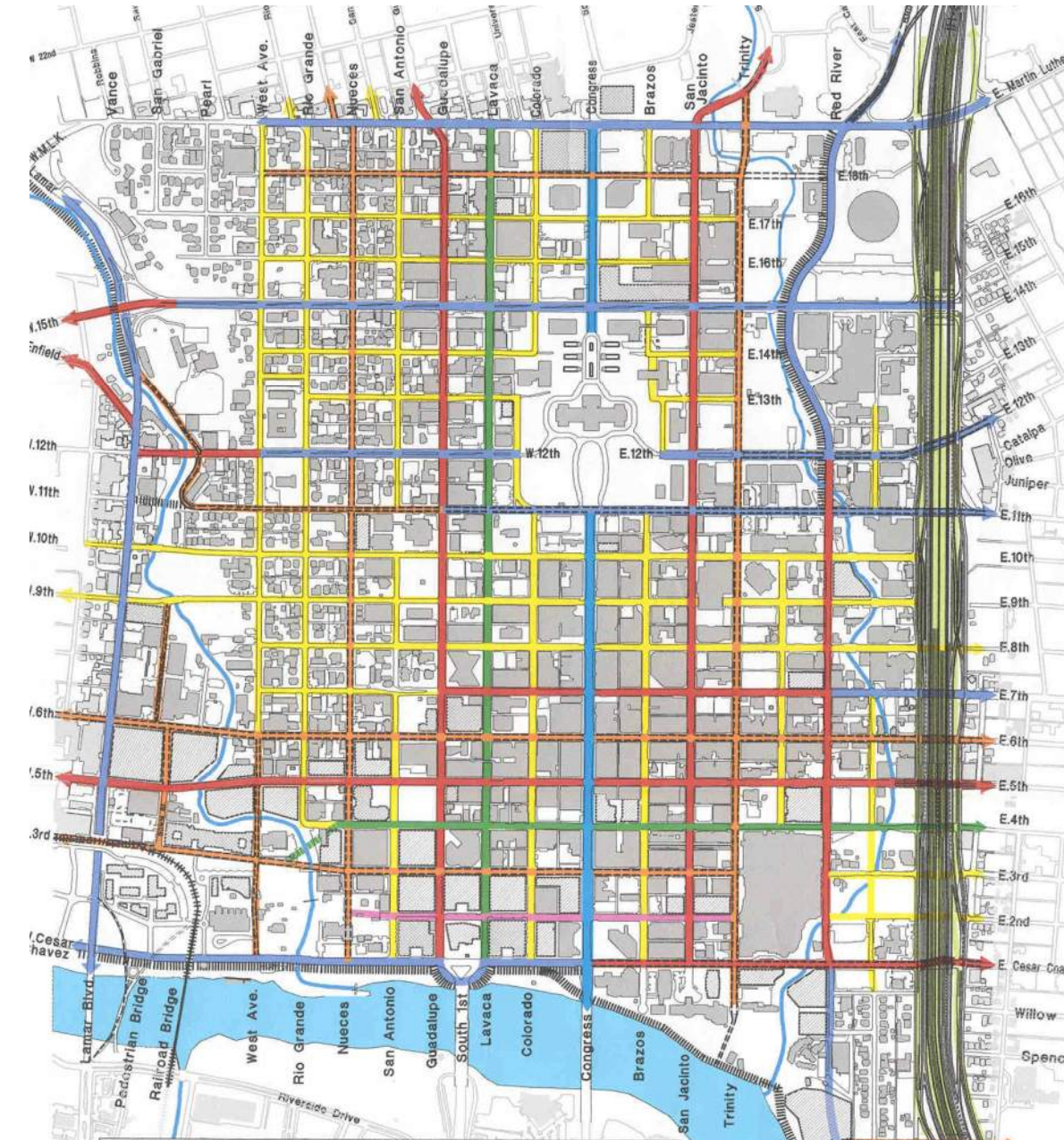


ROMA Design Group developed the concept plan for 2nd St District, which became the basis for the Great Streets.



Copley-Wolff developed final design for 2nd St which was implemented as a City-funded CIP project.

Downtown Great Streets Master Plan & 2nd Street District (1999 - 2001)



Black & Vernooy + Kinney JV won the City's solicitation to develop the Downtown Great Streets Master Plan, creating a:

(1) Typology of streets, based on primary function:

- Pedestrian-Dominant (2nd St, 6th)
- Transit Street: 4th, Lavaca
- Bicycle Street: 3rd
- Commuter Street: 5th, 6th, Guadalupe, Red River, etc.

2) Typical streetscape standards:

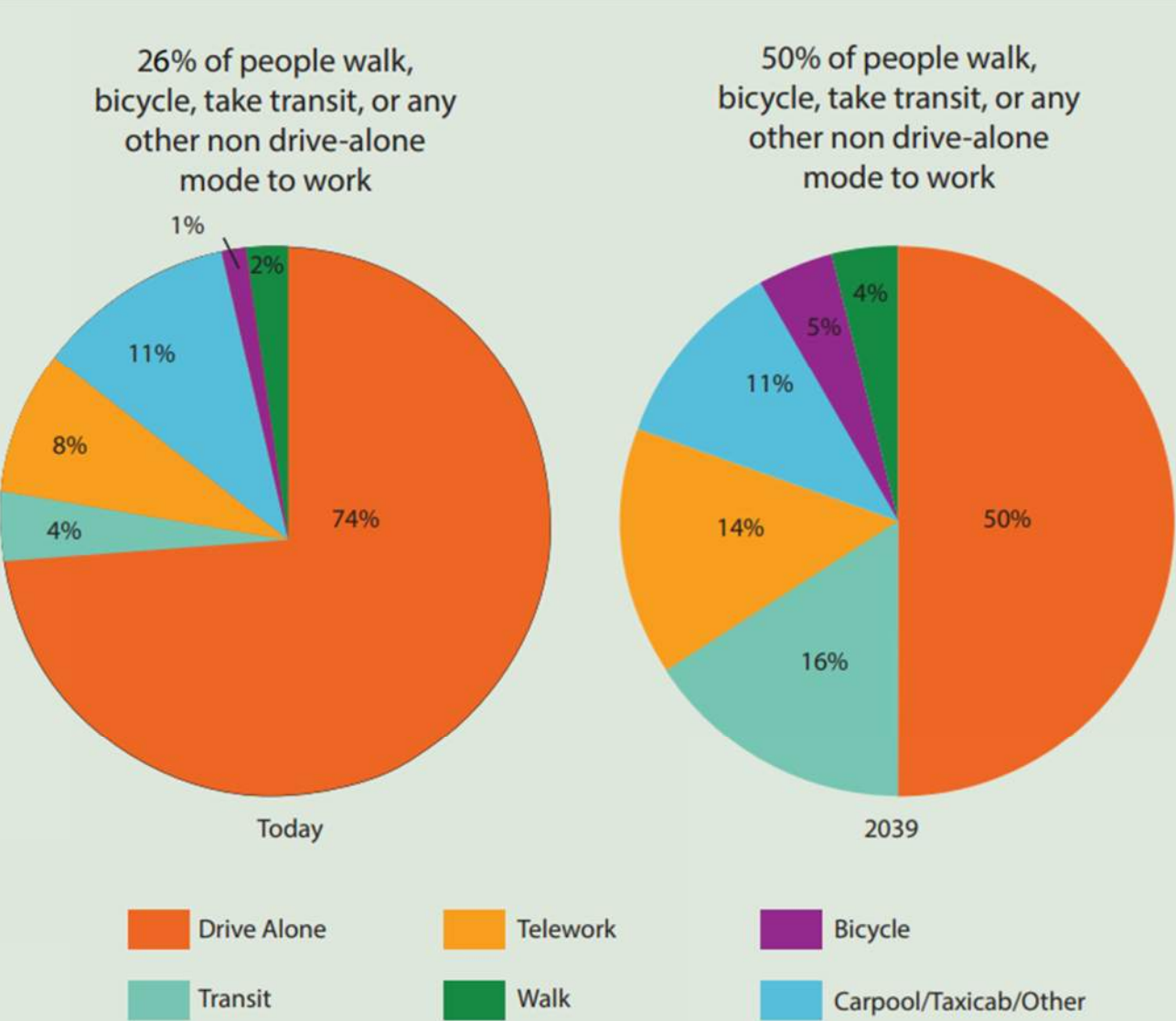
- 18'-wide sidewalks
- Tree location, size & species
- Placement and types of furnishings
- Street lighting locations

3) The Great Streets Development Program was launched soon after to *encourage* implementing Downtown sidewalks per the GS Standards, by assisting with the streetscape design and by reimbursing developers a portion of their construction costs.

“We got us a retail district!” -Mayor Watson, ~ 2002



Great Streets require Great Trees that produce Great Shade, which is vital in achieving Austin’s 2039 goal of a 50/50 mode split.



Technical Advisory Review Panel | *Green Infrastructure Working Group*

Austin Roadmap for Advancing Green Infrastructure in the Right-of-Way

Convened by Austin Transportation & Public Works
September 2025

This report is a product of the Technical Advisory Review Panel (TARP) – Green Infrastructure Working Group



Street trees are finally being recognized as critical urban infrastructure, offering shade, protection, ecosystem services and that magic ingredient called beauty to creating URBAN VITALITY.

STAY TUNED & ADVOCATE FOR GREAT & GREEN STREETS!

PARTNERS SHAPING THE BUILT ENVIRONMENT

PALM DISTRICT

In September 2023, the Austin City Council approved the Palm District Plan, a holistic framework for the future of downtown's eastern edge. The Downtown Austin Alliance diligently advocated for this plan over the last decade, led an extensive public engagement process to inform the vision and partnered with the City of Austin to co-create the plan. The plan has four themes—culture, inclusive growth, connections and nature—to reflect the district's role in celebrating Mexican American heritage and tying together many of downtown's most prominent green spaces and neighborhoods.

AUSTIN CONVENTION CENTER

In October 2023, the Austin City Council approved the architectural design firms and construction managers for the Austin Convention Center's planned expansion. Plans call for a new center and unified urban design vision for the entire property that will offer nearly double the rentable space of the current facility while occupying a smaller footprint downtown. The redevelopment will incorporate active ground floor uses that drive foot traffic and promote a vibrant area surrounding the convention center. The center, expected to break ground in 2025, will also offer better connectivity to the rest of the area.

CAPITOL COMPLEX

The Texas Facilities Commission broke ground on Phase II of the Texas Capitol Complex project in Spring 2023. This phase includes constructing two new State office buildings and one additional block of the pedestrian Capitol Mall along Congress Avenue. Phase I of the project, completed in 2022, delivered two new office buildings and the Capitol Mall, connecting the Capitol Building to the Blanton Museum of Art and Bullock Texas State History Museum.



(top) Aerial of the Palm District. (center) Bicyclist outside of the Austin Convention Center. (bottom) Capitol Complex Phase I.

TREE CANOPY

Trees increase downtown's visual appeal, maintain balanced ecosystems and habitats, improve air quality, and support better physical and mental health. Most importantly, they provide shade in our increasingly hot climate and reduce urban heat islands and hot spots. In 2023, the Downtown Austin Alliance conducted

a study of downtown's tree canopy. We will use the results to work with our partners to enhance the existing canopy and prioritize street trees in future infrastructure projects to ensure cooler and safer pathways for pedestrians, bicyclists and transit users.



Source: Downtown Austin Alliance

Project Connect: Expanding Transit Options

Project Connect will increase transit options throughout Austin by adding a new light rail system and expanding bus routes across the city, including through downtown. As a supporter of Project Connect, the Downtown Austin Alliance advocated for optimal downtown station placement and streetscape integration as part of this year's National Environmental Policy Act (NEPA) process. Throughout this project, the Downtown Austin Alliance's guiding principles have centered on creating a safe, welcoming and vibrant downtown experience that minimizes traffic impacts, expands connections to downtown's destinations, maintains local access for properties and ensures that the transit system supports existing and future development in downtown. Construction on Project Connect is expected to begin around 2027, with operations by 2033.

Convention Center: Enhancing Austin's Event Scene

The Austin Convention Center closed for demolition in April 2025, with the reopening of a new facility planned for late 2028 in preparation for the 2029 spring festival season. The new Convention Center will include a \$17 million investment in architecturally integrated public art. The Downtown Austin Alliance participated as an advisor on the artist selection panel, using our expertise to provide input on how public art from diverse perspectives can enhance downtown. In anticipation of the Convention Center's closure, the Downtown Austin Alliance is actively working with partners to identify and inform the community on how downtown can continue to support festivals through small, local venues.

The Hartmen Bridge opens to the public as the first accessible portion of Waterloo Greenway's Phase II: The Confluence.

Waterloo Greenway: Creating a Natural Oasis

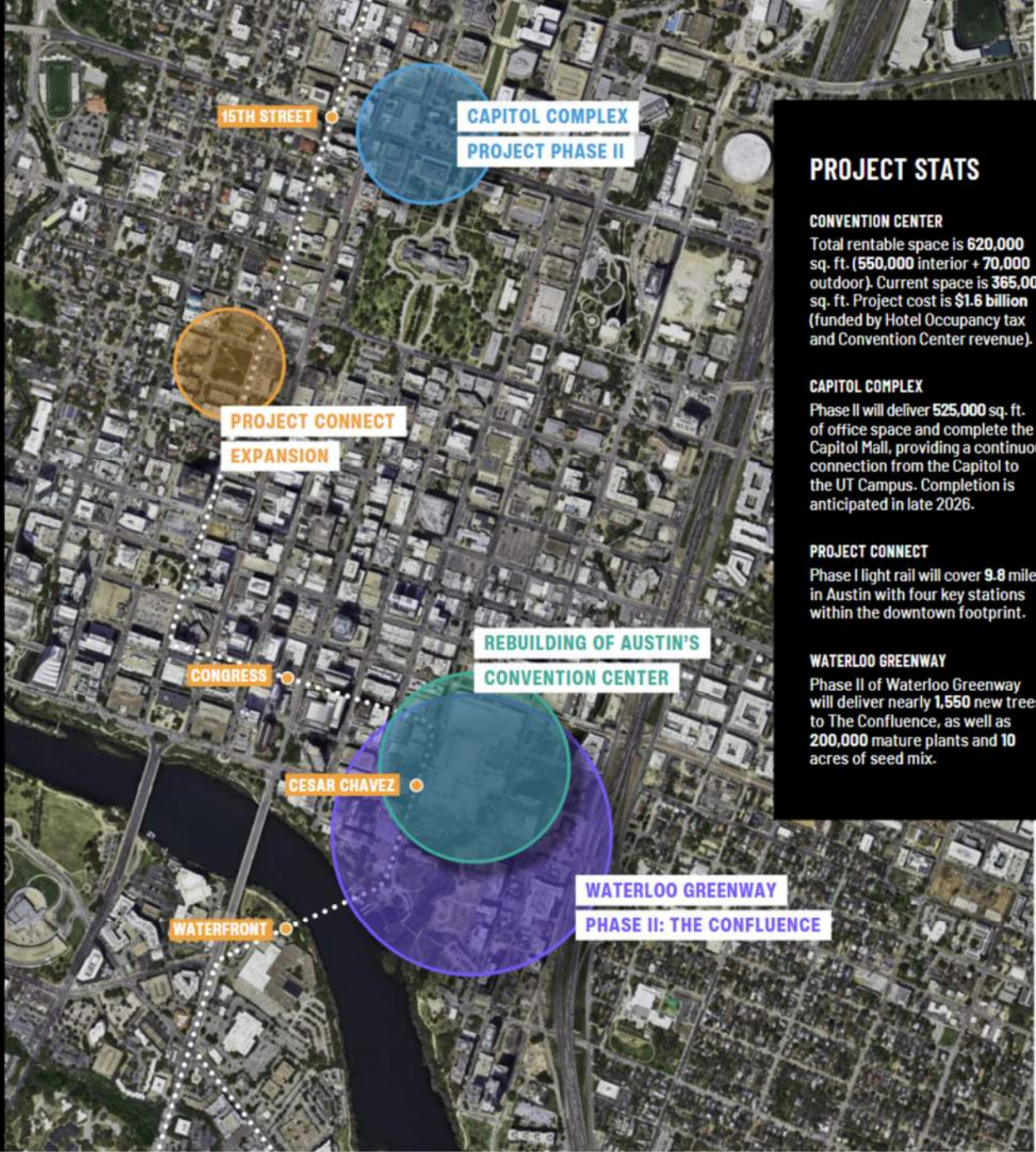
The Waterloo Greenway's Phase II, The Confluence, is targeting completion in 2026. The Confluence will help connect the area from Fourth Street to Lady Bird Lake and provide an immersive nature experience. A lush new landscape of nearly 1,550 trees, 200,000 mature plants and 10 acres of seed mixes will improve downtown air quality, diversify the local ecosystem, reduce greenhouse gas emissions and curb the urban heat island effect. Waterloo Greenway is revitalizing downtown's eastern edge along Waller Creek and will offer 35 acres of connected park space once complete. We support Waterloo Greenway by amplifying its events and providing Downtown Ambassador services.

Capitol Complex: Expanding Civic Space

The Texas Capitol Complex is undergoing a transformation, with Phase II focused on adding two new state office buildings on 15th Street and the final block of the Texas Capitol Mall. The Capitol Complex Project will enhance the pedestrian experience and better connect the iconic Texas Capitol to the rest of downtown.



PHOTO: WATERLOO GREENWAY



PROJECT STATS

CONVENTION CENTER
Total rentable space is **620,000** sq. ft. (**550,000** interior + **70,000** outdoor). Current space is **365,000** sq. ft. Project cost is **\$1.6 billion** (funded by Hotel Occupancy tax and Convention Center revenue).

CAPITOL COMPLEX
Phase II will deliver **525,000** sq. ft. of office space and complete the Capitol Mall, providing a continuous connection from the Capitol to the UT Campus. Completion is anticipated in late 2026.

PROJECT CONNECT
Phase I light rail will cover **9.8** miles in Austin with four key stations within the downtown footprint.

WATERLOO GREENWAY
Phase II of Waterloo Greenway will deliver nearly **1,550** new trees to The Confluence, as well as **200,000** mature plants and **10** acres of seed mix.

MOBILITY & INFRASTRUCTURE PROJECTS

THE DOWNTOWN AUSTIN ALLIANCE is a longtime advocate for the needs of our downtown community and actively engages in downtown's major mobility and infrastructure projects.

To respond to future construction, the City of Austin formed the Construction Partnership Program, which includes key agencies, to develop construction coordination and mitigation for city and regional impacts. Complementing this effort, the Downtown Austin Alliance is working on a downtown construction mitigation plan to address the specific downtown impacts of these projects, ensuring a vibrant downtown throughout the construction process.

I-35: Reconnecting Communities

TxDOT's I-35 Capital Express Central project, which will lower the lanes of I-35 through downtown, officially broke ground in 2024. Initial construction is focused on improving drainage and rebuilding the bridge at the intersection of Martin Luther King Jr. Blvd. Major construction on the downtown highway lanes is scheduled to begin in 2027.

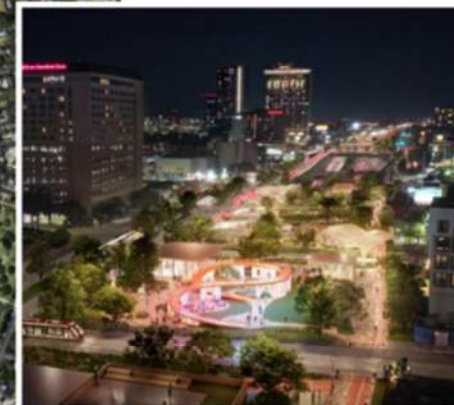
Lowering the lanes presents the opportunity to create 15+ acres of buildable land, or caps, over the highway. The Downtown Austin Alliance

led the Community Steering Committee that spearheaded a community vision for the caps and advocated for the full vision to be funded as soon as possible to future-proof the project against rising costs. In 2024, they worked with the City to win a \$105 million grant from the U.S. Department of Transportation to fund capping from Cesar Chavez to Fourth Street; however, this funding may be subject to federal spending freezes. The City Council will meet to review funding scenarios for the full project. The Downtown Austin Alliance will continue to work with the City and our partners as the project progresses.



RENDERINGS (ABOVE AND FAR RIGHT): OUR FUTURE 35

(above) A rendering shows a promenade at Third Street as part of the Cesar Chavez Street to Fourth Street cap over I-35; (opposite page, top): Artist rendering of a cap over I-35 between Cesar Chavez and 4th Street, looking north; (middle) A rendering shows an aerial view of a cap over I-35 between Fourth Street and Seventh Street; (bottom) Rendering shows a cap over I-35 between 11th Street and 12th Street.



I-35 Capital Express:
Cap & Stitch 101

Klyde Warren Park (Dallas, TX)



FUNDING AND PHASING



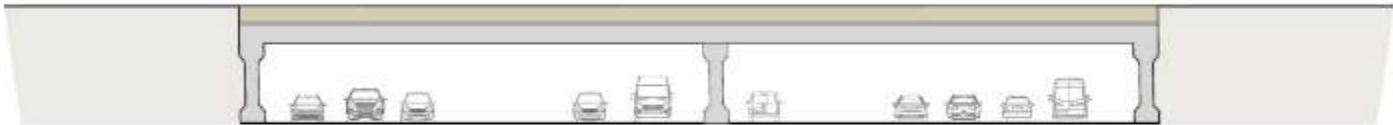
Phase 1: Roadway Elements

- Commitment required May 2025



Phase 2: Deck Structures

- Inclusion in Bid Package: Commitment required May 2025
- Change order/contract extension deadline: 2033



Phase 3: Minimum Amenities

- City contract may commence approx. 2031-33 upon TxDOT completion



Phase 4: Full Landscape Amenities

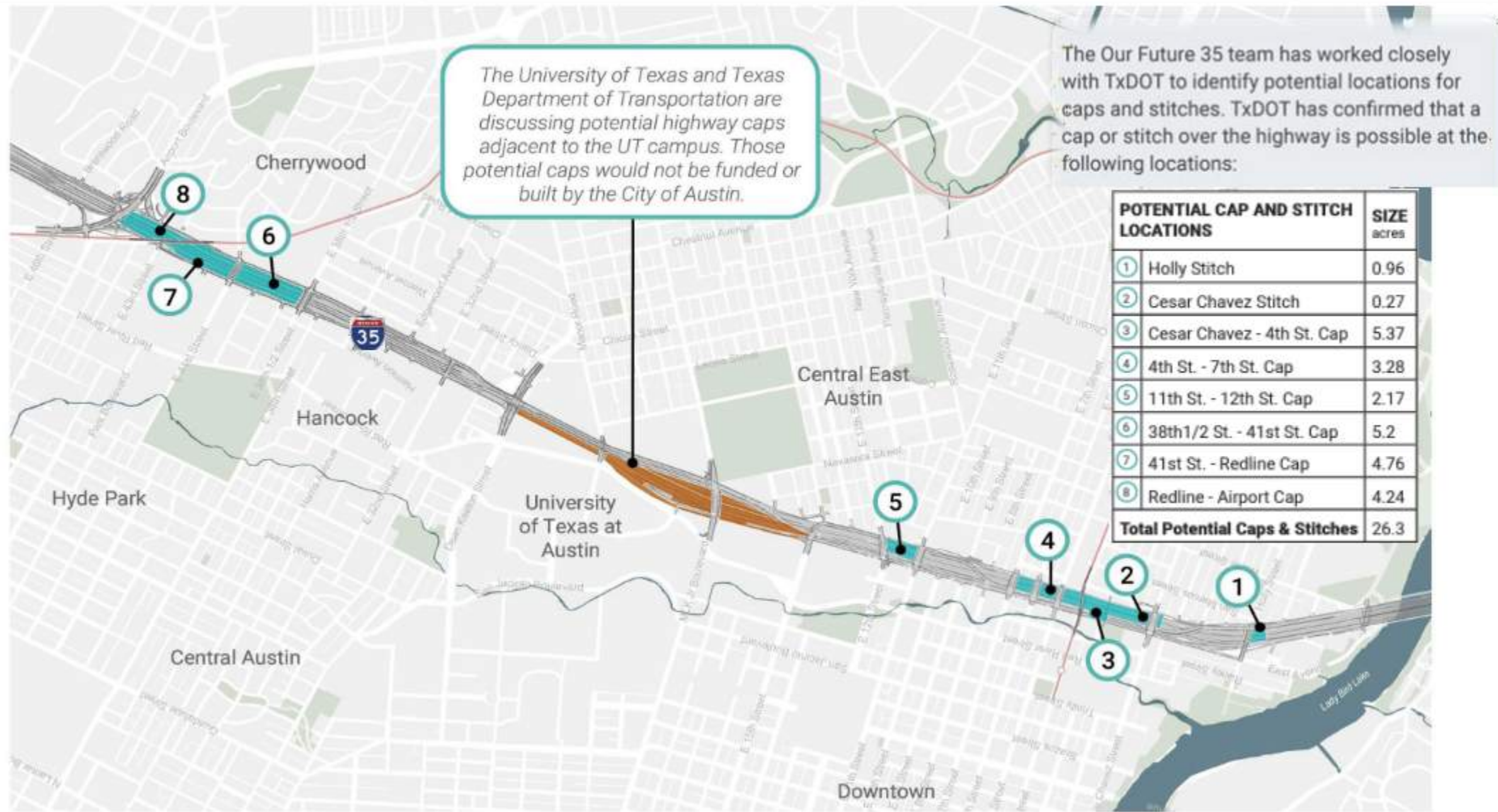


Phase 5: 1-2 Story Building Amenities



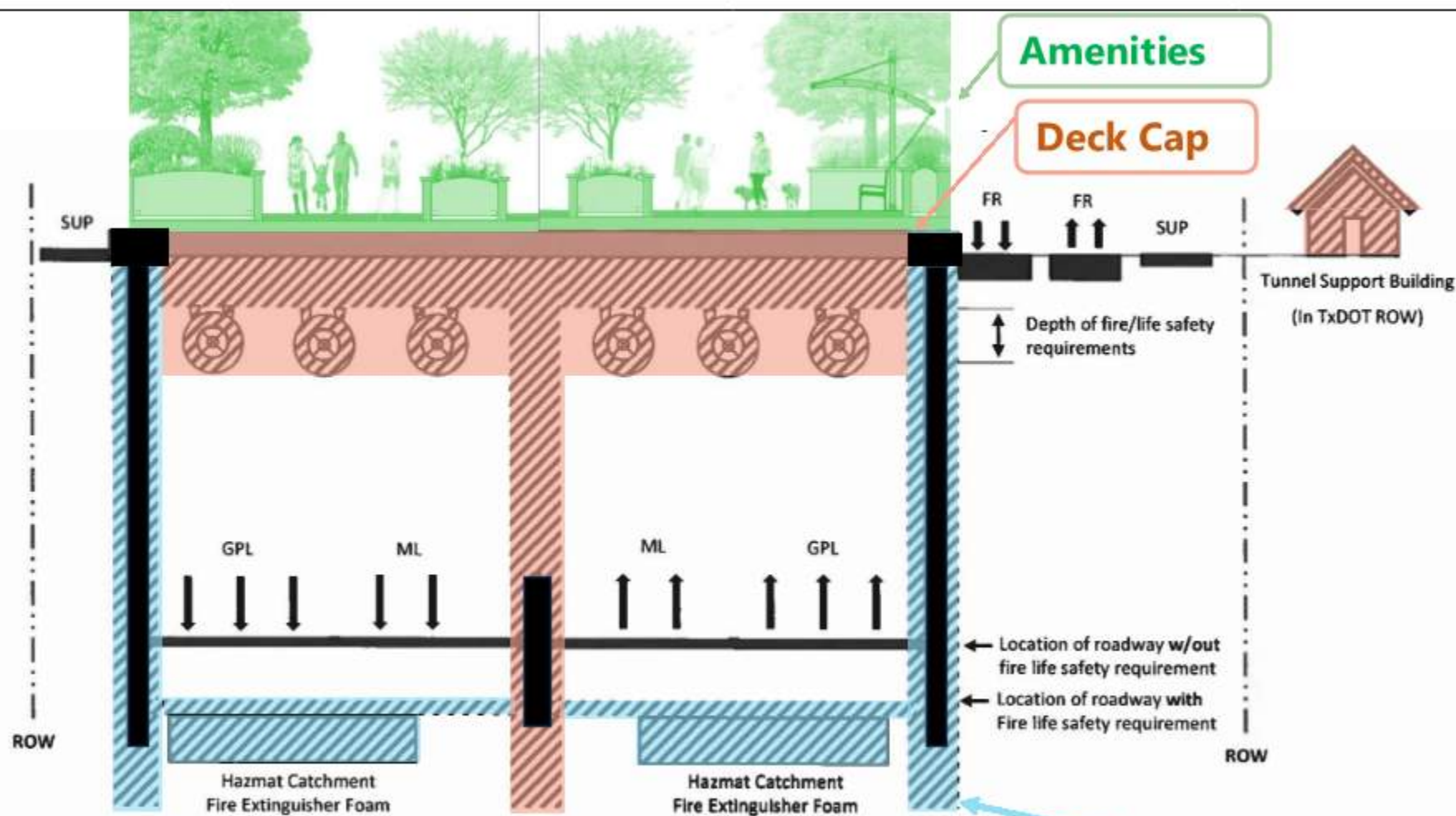
Amenities may be constructed in one or multiple phases starting in 2031-33 as funding is available through partnerships

POTENTIAL CAP AND STITCH LOCATIONS (Prior to May 2025 vote)



FUNDING AND PHASING

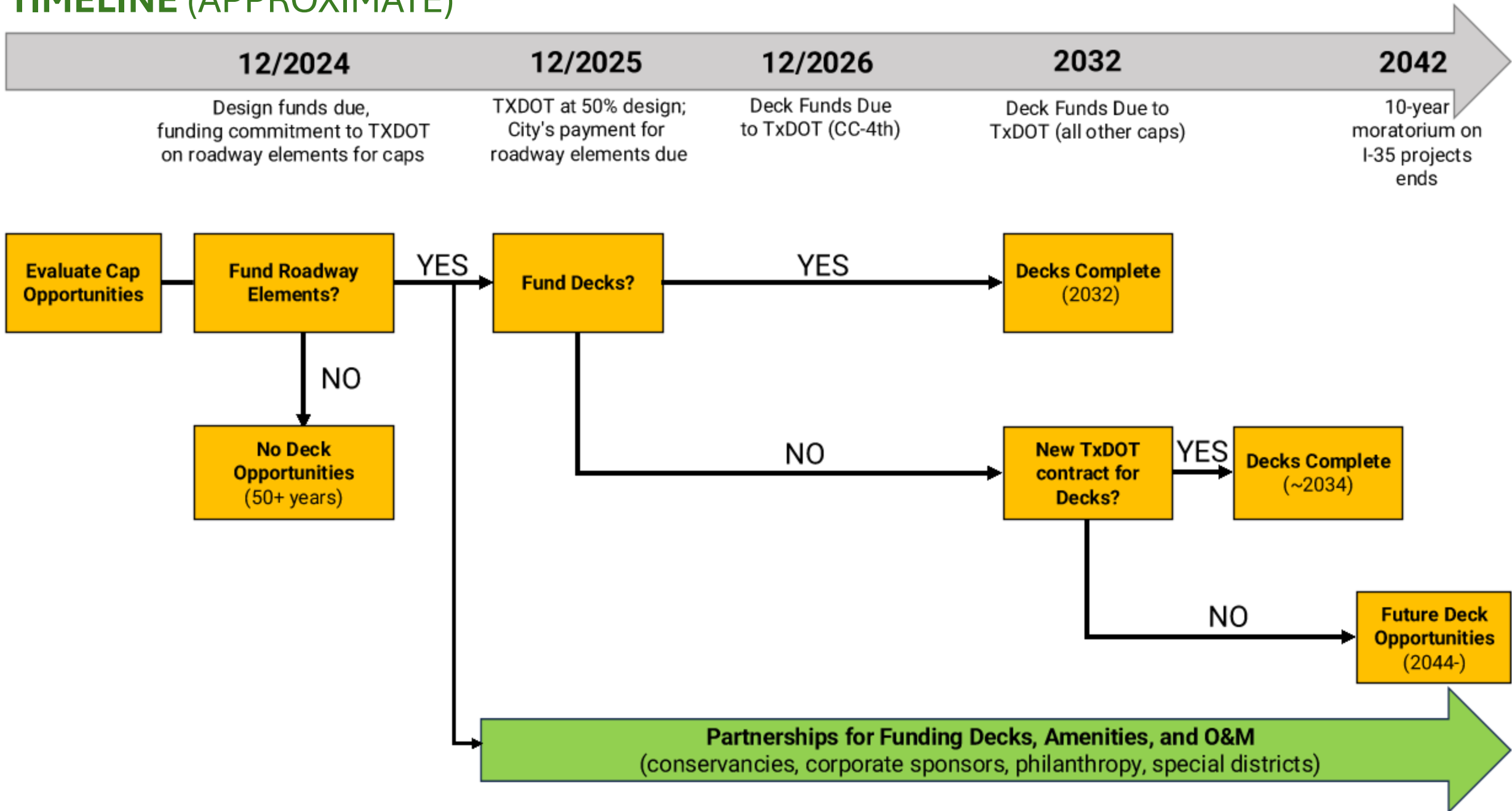
Components



- COA-Funded Roadway Elements – Phase 1
- COA-Funded Deck Structures – Phase 2
- COA-Funded Amenities - – Phase 3-5

Roadway Elements preserve the opportunity to build Caps and Amenities in the future.

TIMELINE (APPROXIMATE)



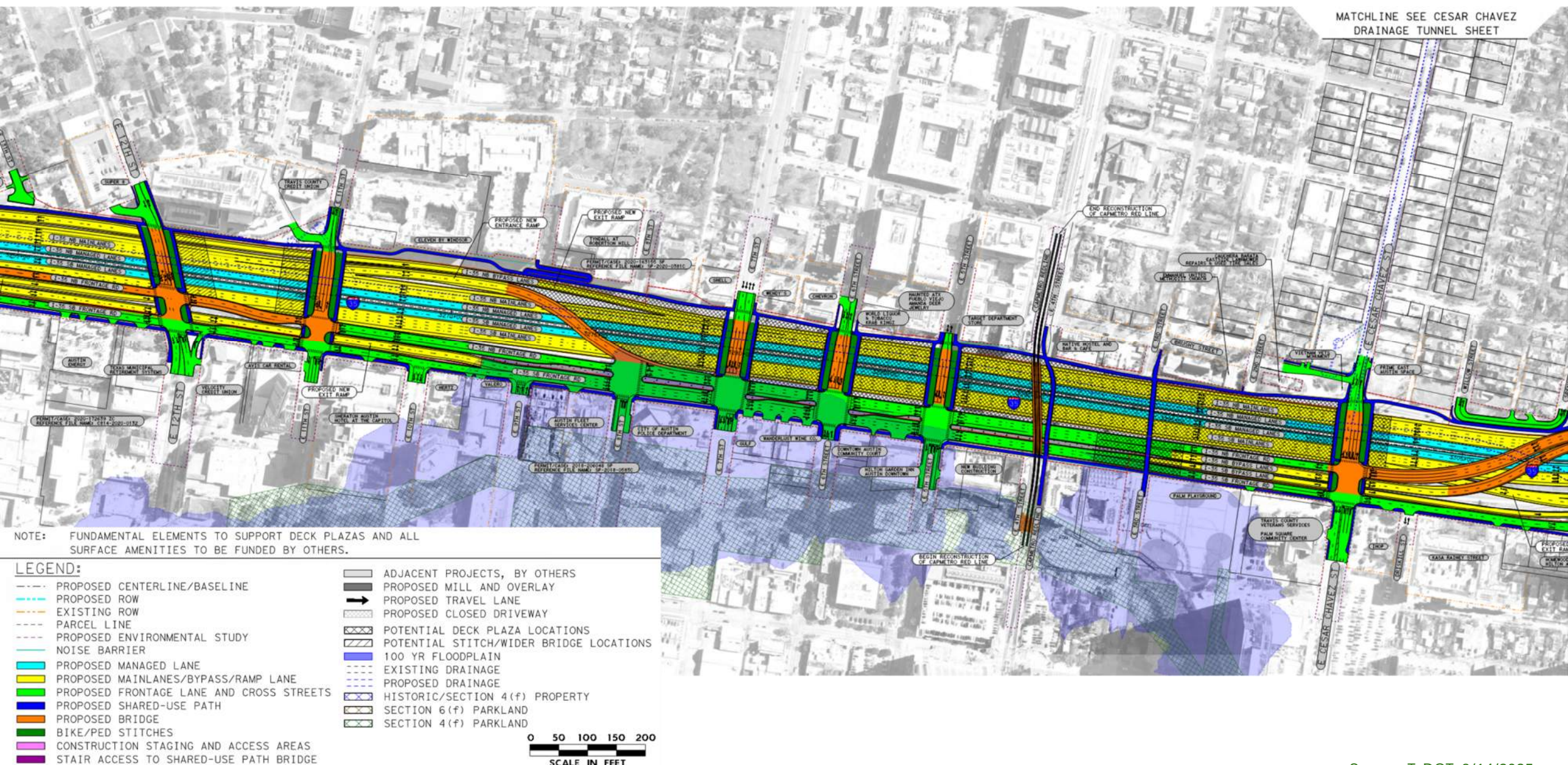
**Note: Specific dates and options are outdated, but this diagram illustrates the overall decision process.*

COST ESTIMATES BY CAP ¹		STRUCTURES				AMENITIES ⁴			CONSTRUCTION TOTAL (STRUCTURES + AMENITIES)	ONGOING O&M (Est.)	
		PHASE 1 ROADWAY ELEMENTS (REQUIRED BY MAY 2025)	PHASE 2 DECKS AND TUNNEL ELEMENTS ² (REQUIRED BY 2033)	STRUCTURES TOTAL		PHASE 3 MINIMUM AMENITIES	PHASE 4 FULL LANDSCAPE AMENITIES	PHASE 5 BUILDINGS		ANNUAL STRUCTURE O&M	ANNUAL AMENITIES O&M
	Acres	Cost Estimates (\$M)	Cost Estimates (\$M)	Cost Total Estimates (\$M)	Cost Per Acre (\$M)	Costs (\$M)	Costs (\$M)	Costs (\$M)	Costs (\$M)	Costs (\$M)	Costs (\$M)
Holly Stitch	0.96	\$5	\$9	\$14	\$15	\$8	\$4	\$0	\$26	\$1	\$1
CC Stitch	0.27	\$2	\$5	\$7	\$26	\$3	\$2	\$0	\$12	\$0	\$0
CC-4th	5.37	\$40	\$131 ³	\$172	\$32	\$54	\$33	\$14	\$272	\$3	\$7
4th-7th	3.28	\$29	\$60	\$89	\$27	\$27	\$10	\$40	\$166	\$3	\$5
11-12th	2.17	\$9	\$53	\$61	\$29	\$21	\$8	\$32	\$123	\$1	\$3
38th-41st	5.21	\$65	\$115	\$180	\$35	\$38	\$7	\$36	\$261	\$3	\$7
41st-Red Line	4.76	\$60	\$113	\$172	\$36	\$55	\$12	\$50	\$290	\$2	\$6
Red Line - Airport	4.24	\$55	\$127	\$182	\$43	\$29	\$15	\$0	\$226	\$1	\$4
Total Acres	26.6										
Design Fees		\$19	Covered in Phase 1 Fee	\$19		Covered above			\$19		
Total		\$284	\$613	\$898	-	\$235	\$91	\$172	\$1,395	\$14	\$33

¹ Cost estimates will change as project engineering progresses.
 ² Phase 2 cap decks added via change order or separate contract after TxDOT letting may increase deck costs by 35% to 100% or more.
 ³ The difference between this estimate (\$131M) and available grant funds must also be committed by May 2025.
 ⁴ Phase 3-5 (Amenities) will be funded as partnerships are identified

Source: Austin City Council Work Session, 4/8/2025

TxDOT Plans



CESAR CHAVEZ ST. TO 4TH ST. ALL AGES LEISURE

Cap Concept Plan



CESAR CHAVEZ ST. TO 4TH ST. ALL AGES LEISURE



Cesar Chavez to 4th St. Cross Section A



Cesar Chavez to 4th St. Cross Section B



Cesar Chavez to 4th St. Cross Section C

Downtown Austin with Deck Parks



Downtown Austin without Deck Parks



Downtown Austin

Existing



Additional Resources:

AIA Austin Letter: <https://aiaaustin.org/wp-content/uploads/2025/05/25.05.20-AIA-Austin-Letter-for-I-35-Caps.pdf>

Cherrywood Neighborhood Association: <https://www.cherrywood.org/i35capex>

City of Austin: <https://www.austintexas.gov/I-35Mobility>

Downtown Austin Alliance: https://issuu.com/downtownaustinalliance/docs/our_future_35_impact_report

KUT: <https://www.kut.org/transportation/2024-02-21/your-ultimate-guide-to-the-i-35-expansion-through-central-austin>

OurFuture35: <https://speakupaustin.org/of35>

TxDOT: <https://www.txdot.gov/mymobility35/projects/capex-central.html>

I-35 Capital Express:
Northern Stitch Options

PURPOSE

Re-engage advocates for the “Northern Stitches” to lead a positive community process that ultimately results in our defining several, community-preferred stitch options for the area near of 41st St/Wilshire Blvd and CapMetro’s Red Line & Red Line Parkway crossings.

These stitch options will then be communicated to TxDOT for its consideration before the end of the year.

BACKGROUND:

Pre-2024:

- TxDOT's I-35 Capital Express Project – generational impact
- Accelerated, city-wide land use changes toward density
- *Our Future 35* planning effort for Caps & Stitches for both Downtown and Northern areas
- Red Line Parkway
- CapMetro's Red Line Commuter Rail

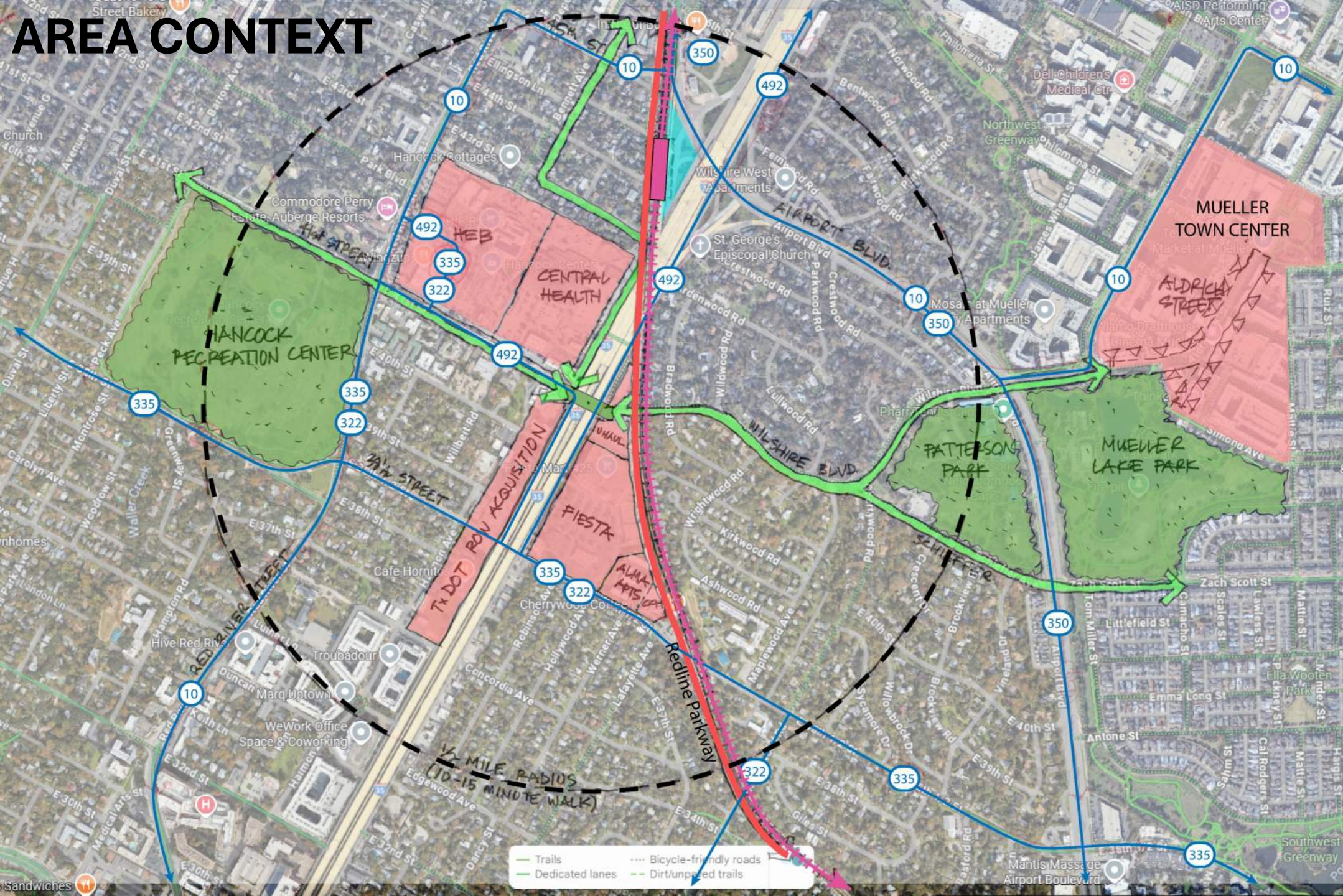
2024:

- Hancock-Cherrywood's "DAT" (AIA Design Assistance Team) process
- Funding scenarios for the stitches, and Council discussions

2025:

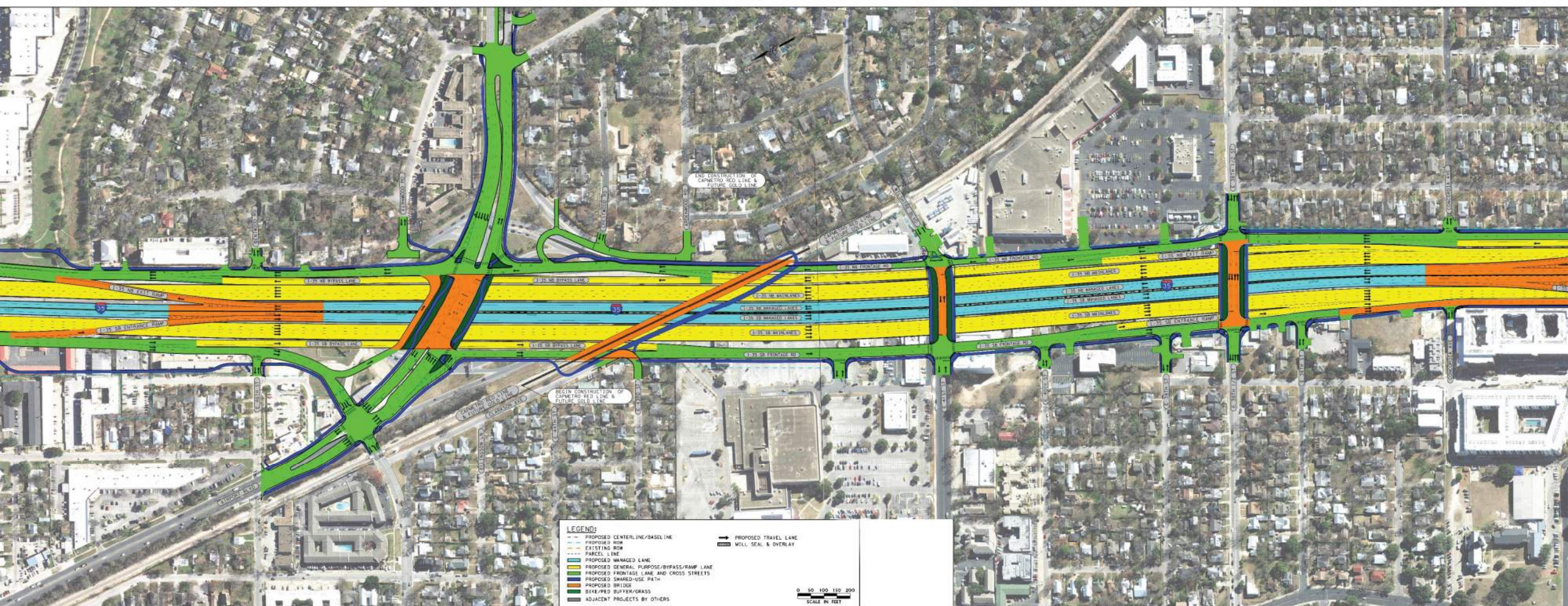
- **May 2025 Council Resolution for the City to engage the community to provide preferred options for the location and configuration of:** "...***Two 300-foot stitches from 41 St Street to the Red Line or a contiguous equivalent within the cost parameters set herein and with the intent to connect Red Line Parkway, the East Avenue Trail, and 41 St Street, ensuring viable space for future buildings and trees, and subject to further refinement with the community.***"
- **June 2025: Hancock-Cherrywood DAT Final Report**

AREA CONTEXT



TxDOT CURRENT DESIGN,

showing only those “roadway” improvements that TxDOT is funding (8.2025)



PLANNING & DESIGN PRINCIPLES FOR THE STITCHES:

Locate and "size" the new stitches to **maximize and enhance east-west connectivity** that:

- Reconnects communities,
- Creates and connects future redevelopment opportunities, including local businesses and small vendors,
- Creates new community spaces and facilities, and
- Minimizes human interaction with the freeway below...

...all through **excellent urban design** that provides high benefits for the cost, i.e., is fiscally-responsible, highly-constructible and maintainable.

KEY GOALS:

- Improve and enhance both east-west and north-south connectivity, with well-designed bicycle and pedestrian infrastructure lined with shade trees and wayfinding. (Provide for separated bike and ped pathways, as possible.)
- Introduce the potential for new land uses in this area that are transit and pedestrian-oriented, including new civic facilities and outdoor gathering.
- Provide last-mile connectivity for the future rail station, ie, create it as a mobility hub.
- Ensure that a future rail station in this area does not preclude one at the Leif Johnson Ford / Travis County Tax Office site.
- Integrate best practices of urban design and environmental responsibility to deliver a beautiful and sustainable urban landscape that creates high-quality pathways and beloved community places.

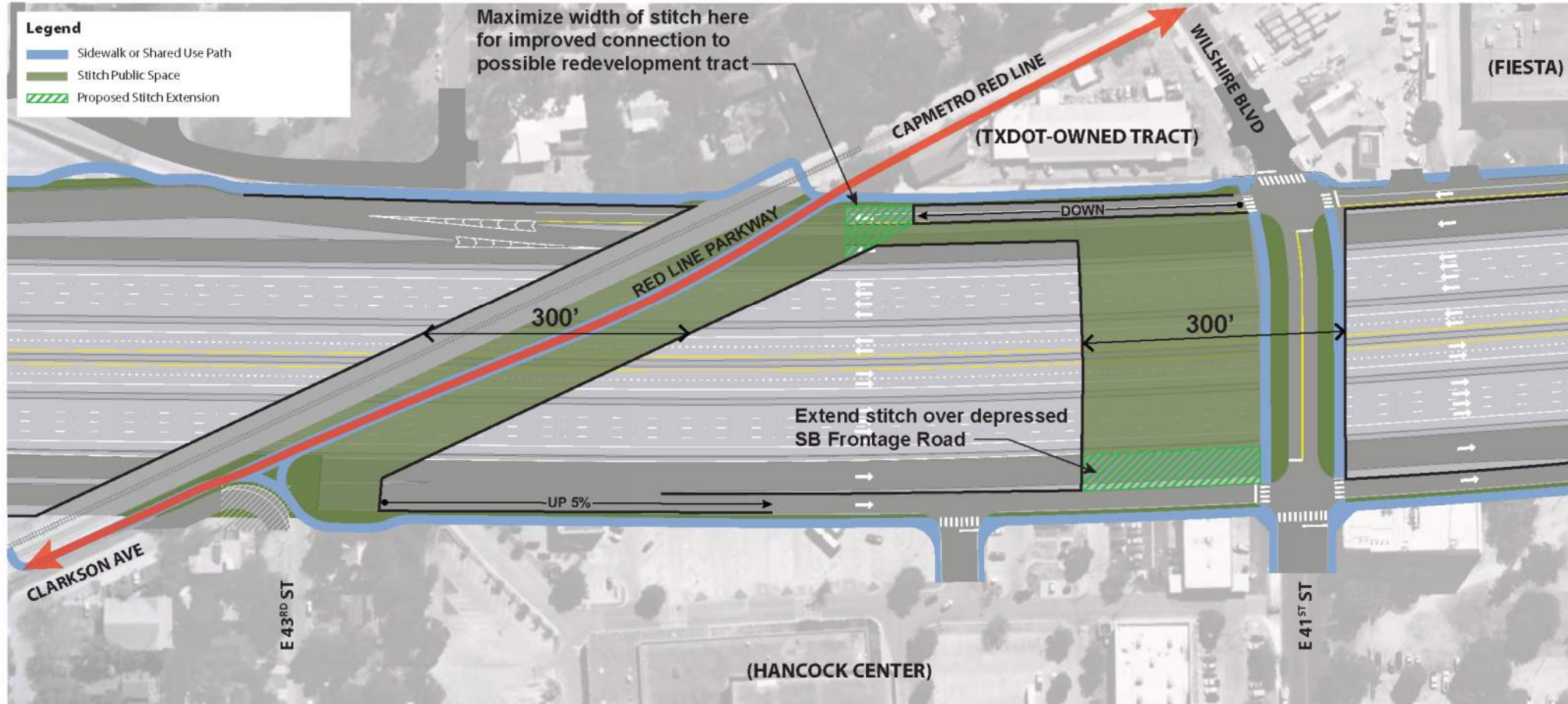
POSSIBLE STITCH OPTIONS

OPTION A: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

- **Stitch 1: Red Line Railway + Red Line Parkway**
- **Stitch 2: Expands 41st St Bridge on its North Side**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



NOTES:

- Any stitch exceeding 300' (as measured in direction of I-35 travel) requires a special ventilation study to be conducted by TxDOT to confirm its feasibility.
- The six options described herein do not depict CapMetro rail station locations or improved designs for landscaped frontage road improvements, "Pergola Walkway" improvements, bridge improvements.

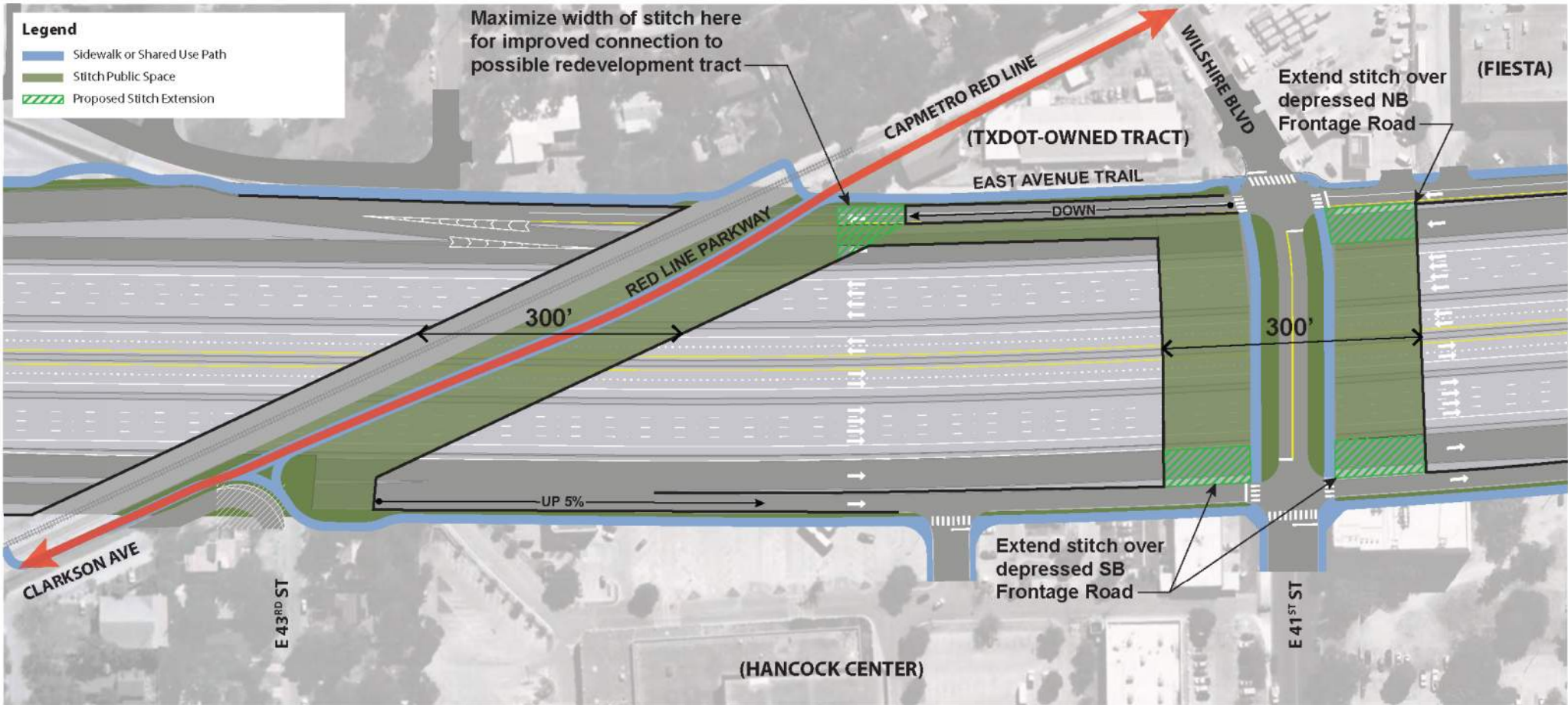


OPTION B: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

- **Stitch 1: Red Line Railway + Red Line Parkway**
- **Stitch 2: Expands 41st St Bridge on Both its North & South Sides**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



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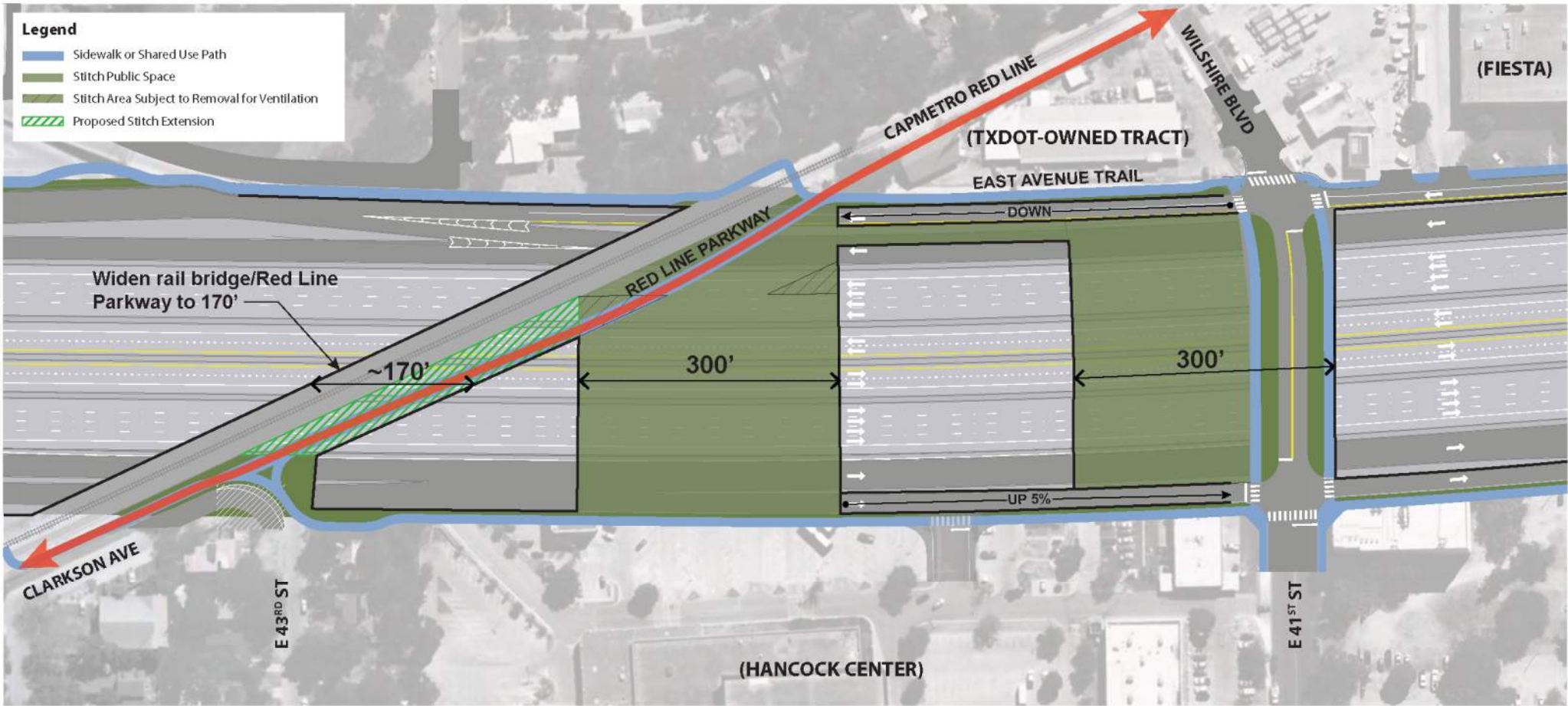


OPTION C: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

- **Stitch 1: Red Line Railway + Red Line Parkway** (with reduced length)
- **Stitch 2: Expands 41st St Bridge on its South Side**
- **Stitch 3: Contiguous with Hancock Center Site**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



NOTES:

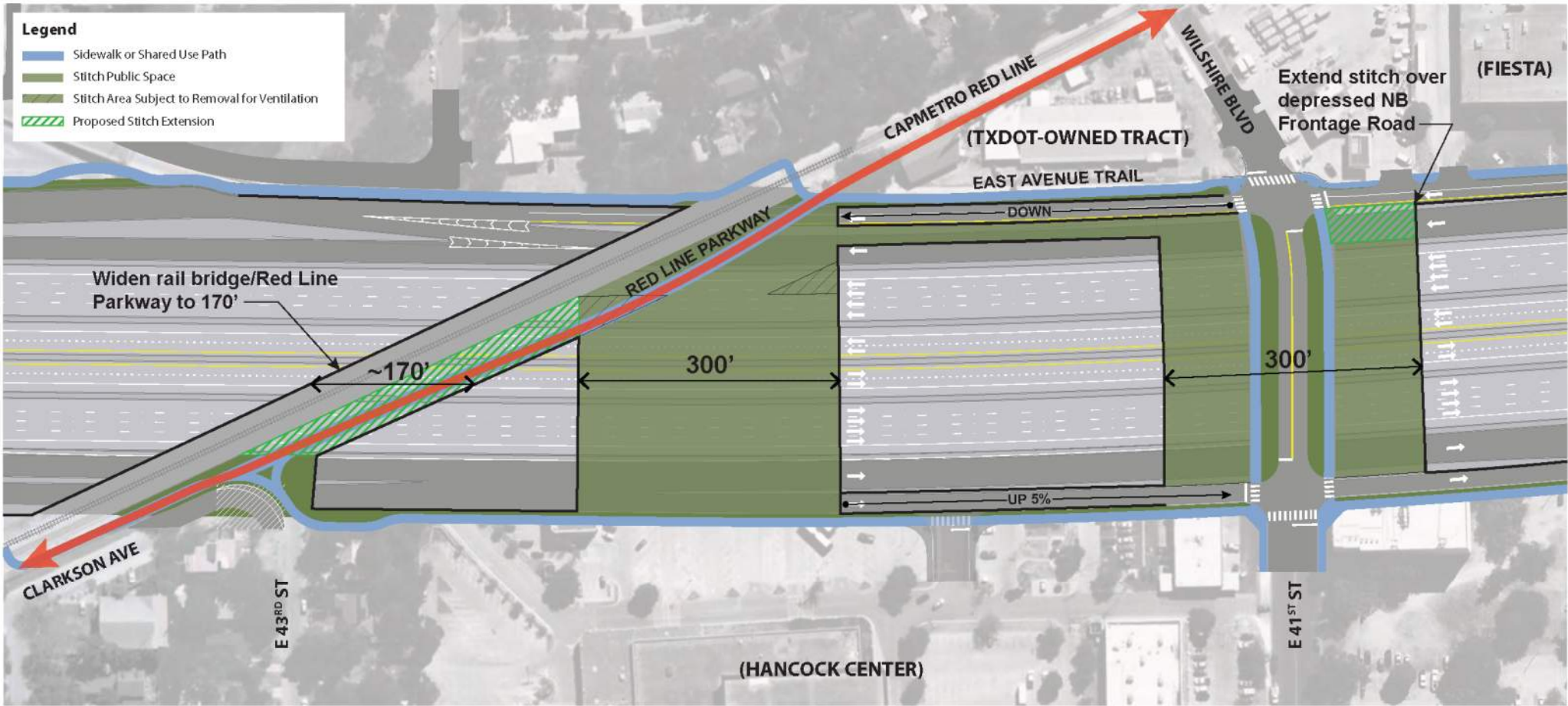
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OPTION D: I-35 NORTHERN STITCHES STUDY

(9.19.2025 TxDOT Study, with Community-Proposed Refinements)

- **Stitch 1: Red Line Railway + Red Line Parkway** (with reduced length)
- **Stitch 2: Expands 41st St Bridge on Both its North & South Sides**
- **Stitch 3: Connects to Hancock Center Site**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



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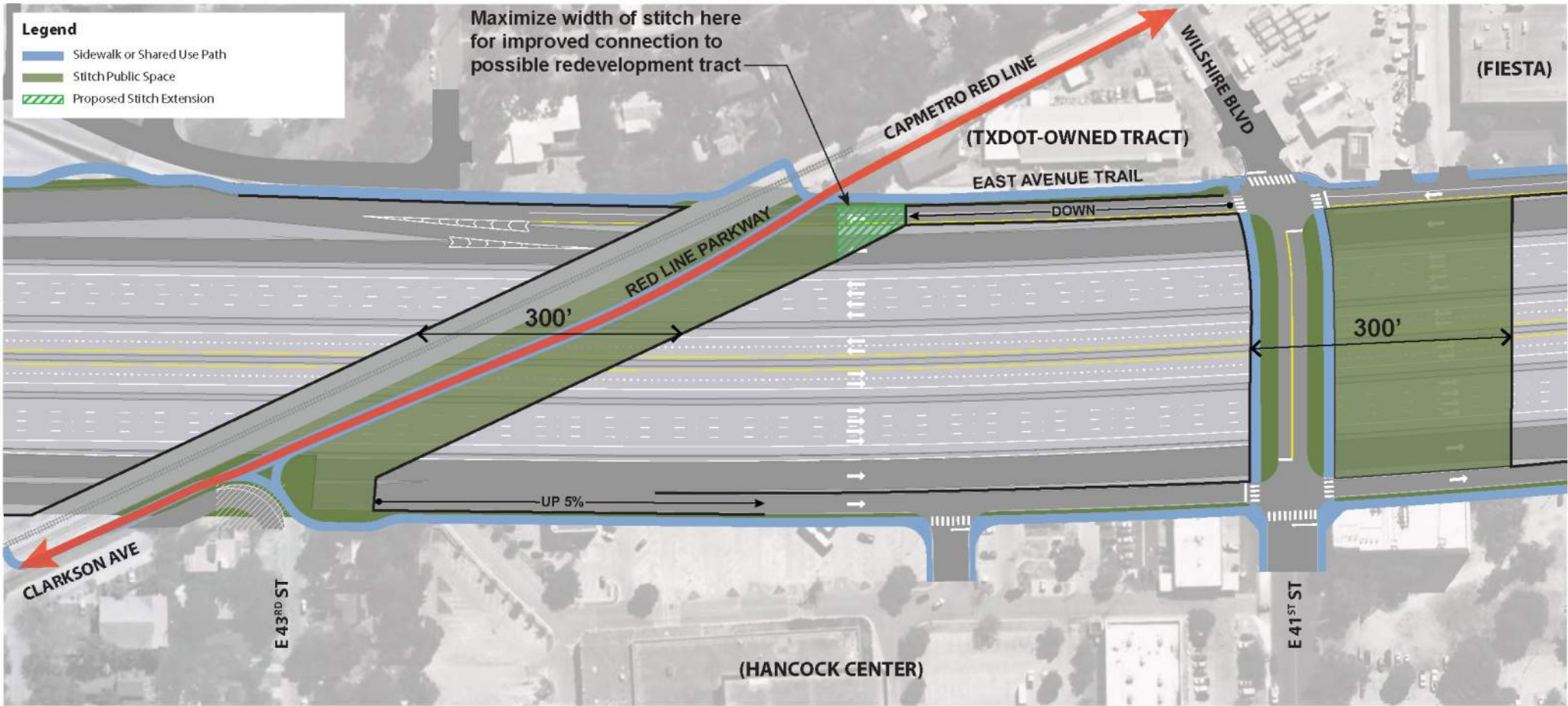


OPTION E: I-35 NORTHERN STITCHES STUDY

(9.29.2025 Community-Proposed Option)

- **Stitch 1: Red Line Railway + Red Line Parkway**
- **Stitch 2: Expands 41st St Bridge on its North Side**
- **Stitch 3: Connects to Hancock Center Site**

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.



NOTES:

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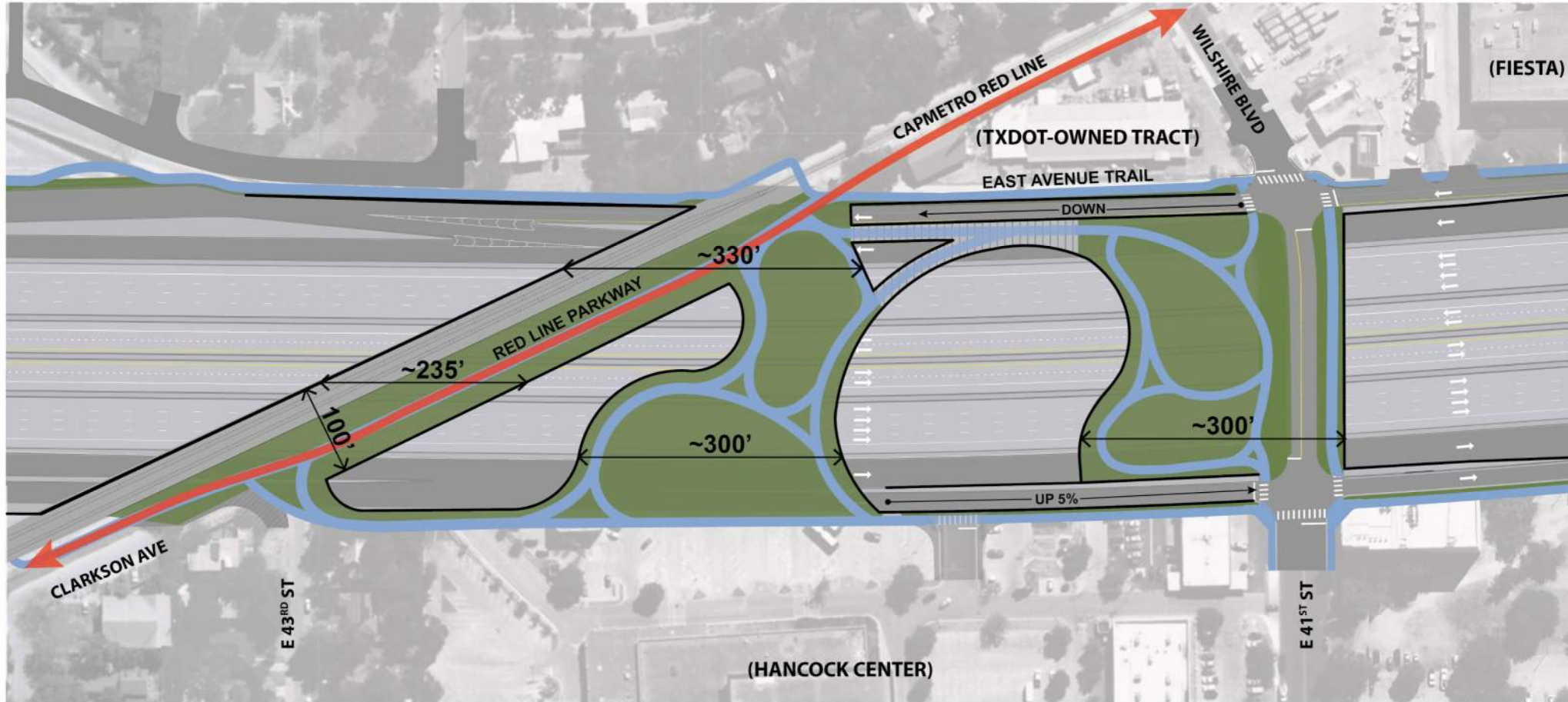


OPTION F: I-35 NORTHERN STITCHES STUDY

Curvilinear Design, that connects:

- Stitch 1: Red Line Railway + Red Line Parkway
- Stitch 2: Expanded 41st St Bridge
- Stitch 3: Hancock Center Site

NOTE: All alternatives are under review by TxDOT; there are ongoing feasibility discussions taking place.

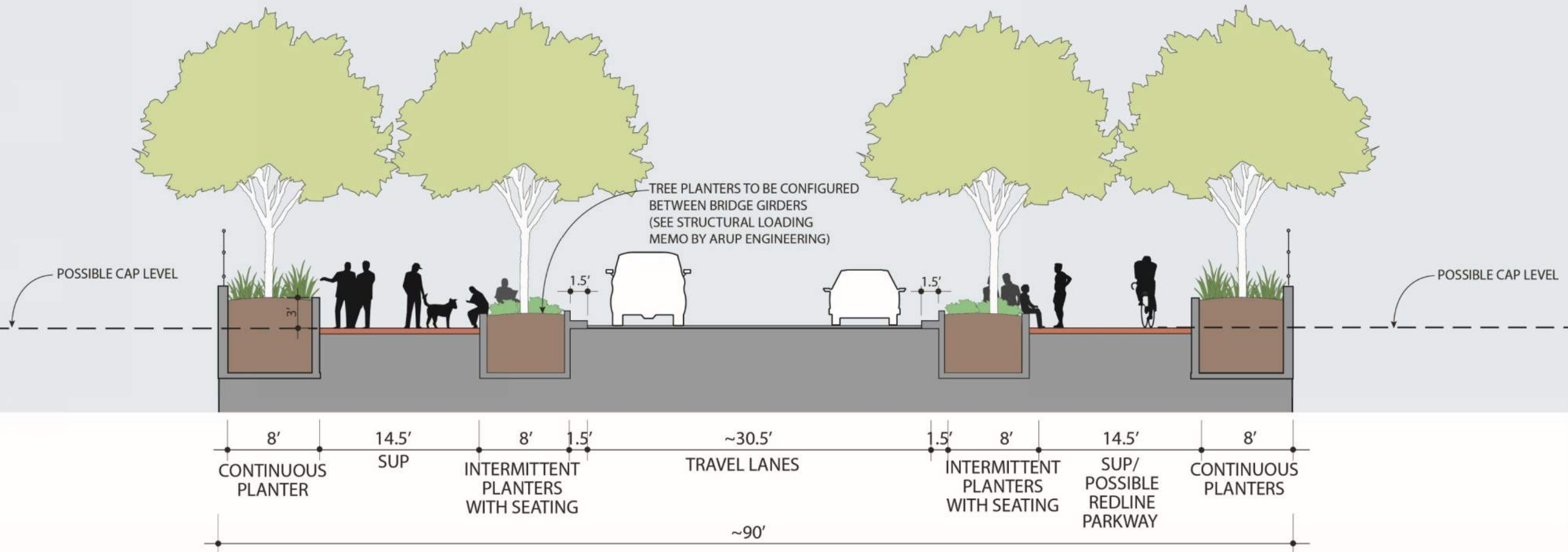


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- The six options described herein do not depict CapMetro rail station locations or improved designs for landscaped frontage road improvements, "Pergola Walkway" improvements, bridge improvements.



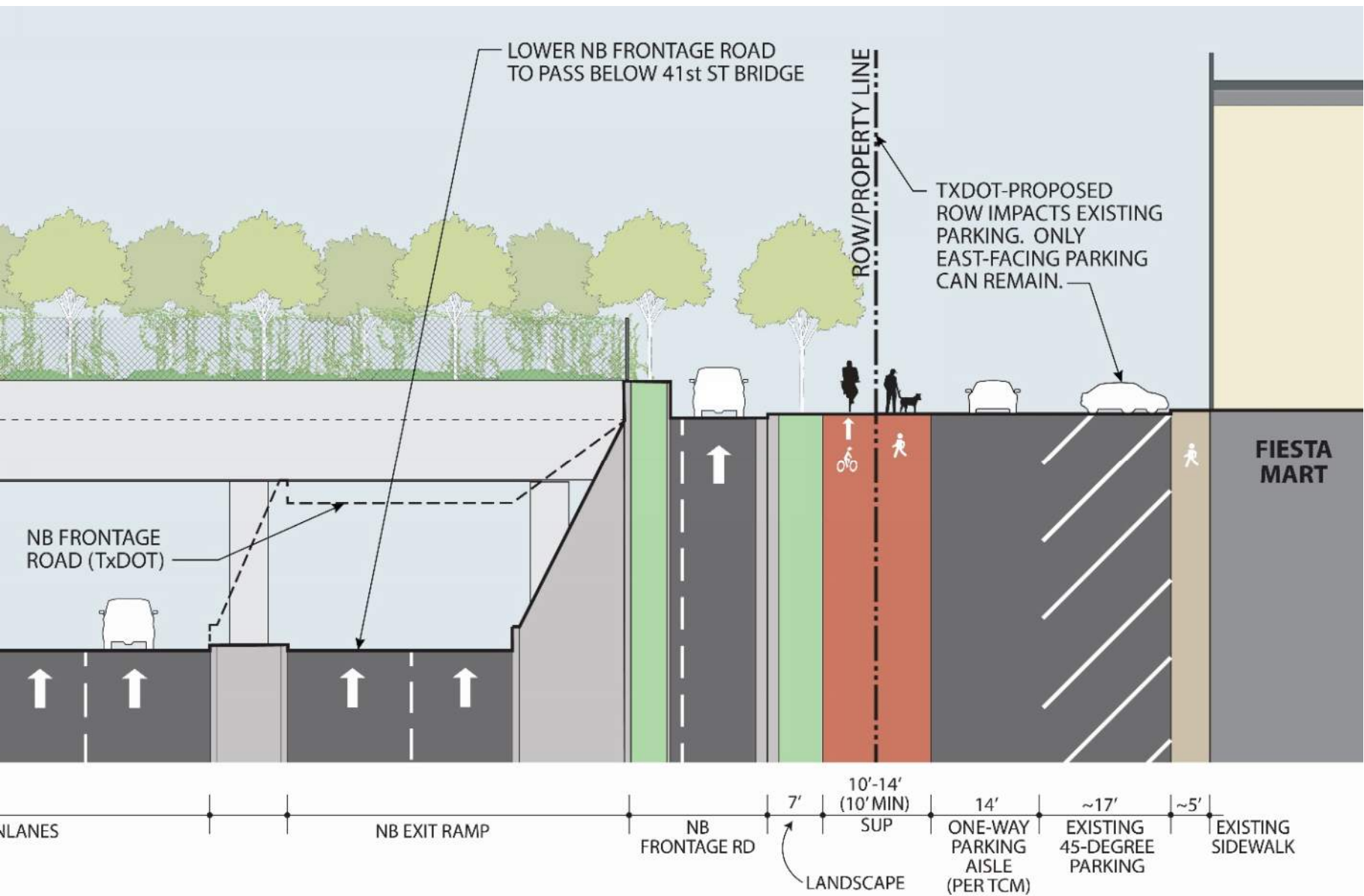
Section at New 41st St Bridge: Improved Design Proposal, providing trees along edges of bridge and between roadway and shared-use path (SUP)



Section South of New 41st St Bridge, Looking North: Improved Design Proposal, keeping northbound frontage road (NBFR) at street level until its descent north of 41st St



Enlargement of Section South of New 41st St Bridge, showing preferred northbound, single-lane frontage road at street level, with trees and SUP

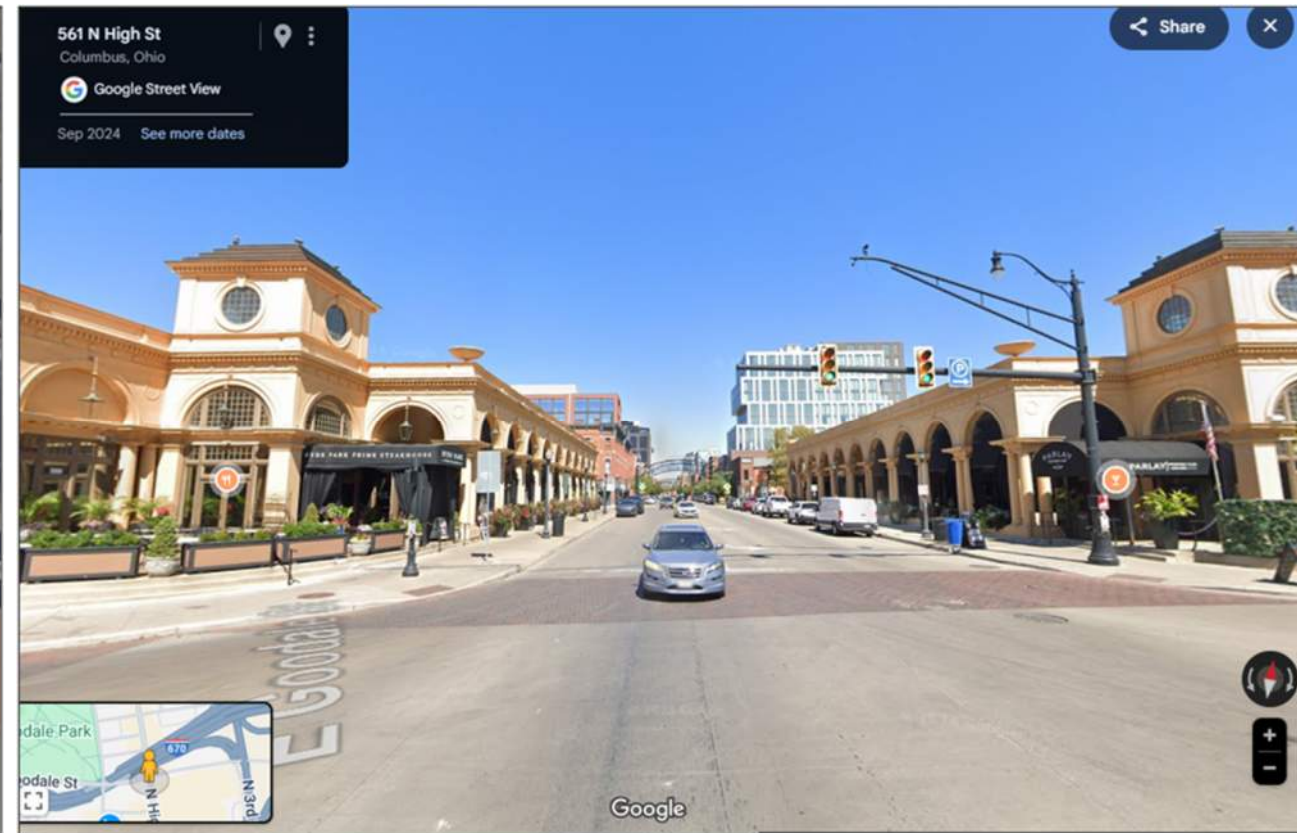


PRECEDENTS

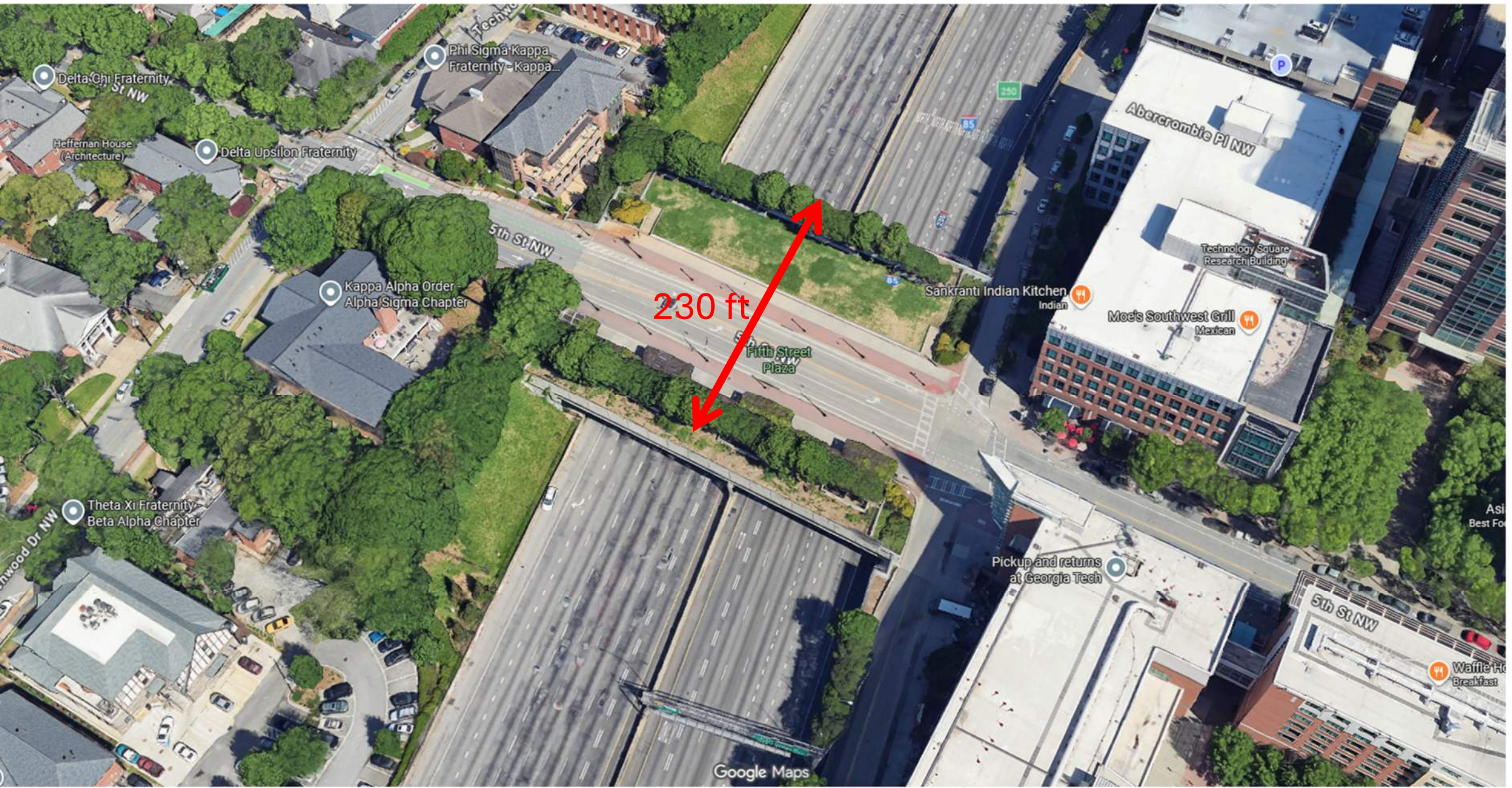
“Pergola Walkway” Precedents, for narrow bike/ped connections between stitches



41st St Precedents: High Street in Columbus, OH



41st St Precedents: Fifth Street Plaza – Atlanta, GA



41st St Precedents: Fifth Street Plaza – Atlanta, GA



41st St Precedents: I-70 Cover Park, Denver, CO



41st St Precedents: I-70 Cover Park, Denver, CO



PROGRAMMING & ACTIVITIES: Klyde Warren Park, Dallas: Before & After



Klyde Warren Park, Dallas: Public Art



Klyde Warren Park, Dallas: Gathering Spaces



Klyde Warren Park, Dallas: Restaurant Pavilion



Klyde Warren Park, Dallas: Children's Playground



Possible Community Center with Live Music Venue & Beer Garden?



NEXT STEPS/2025 TIMELINE:

By Mid-October: With City staff, finalize a plan of action to engage the community.

On November 22: Conduct Community Meeting to identify the community-preferred stitch options for the area of 41st St and Red Line Trail & Red Line Parkway Trail crossing.

By Mid-December: City communicates the community-preferred stitch options, along with principles, goals, sketches, precedents, etc.

FUNDING AND PHASING MILESTONES

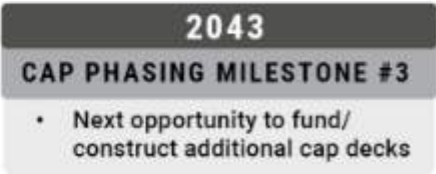
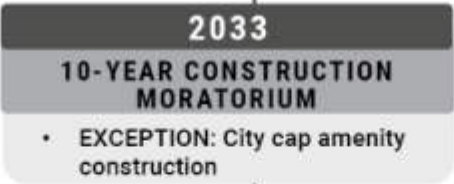
LETTING PACKAGE FUNDING MILESTONES

Design and Engineering



CAP DECK FUNDING OPTIONS

TxDOT Construction



SCENARIOS ASSUMING <u>NO</u> NAE GRANT	SCENARIO 1	SCENARIO 2A	SCENARIO 2B	SCENARIO 2	SCENARIO 3
	C. Chavez-4th 11th/12th	C. Chavez-4th (800') 4th - 7th (800') 11th/12th	C. Chavez-4th (full) 4th - 7th (800') 11th/12th	C. Chavez-4th 4th - 7th 11th/12th	C. Chavez-4th (800') 4th - 7th (800') 11th/12th 1 Northern Cap (800')
Phase 1. Roadway Elements for Letting Package (May 2025)	\$49M+ \$6M* Design = \$55M	\$55M+ \$7M* Design = \$62M	\$66M+ \$8M* Design = \$74M	\$78M + \$8M* Design = \$86M	\$99M + \$10M* Design = \$209M
Funding Needed **	\$9	\$21	\$33	\$45	\$168
Phase 2. Future Decks (May 2026 – 2033+)	\$184M	\$207M	\$237M	\$244M	\$278M
Funding Needed **	\$184	\$207	\$237	\$244	\$278
Phase 3. Min. Amenities (trees/grass only) (2031+)	\$75M	\$77M	\$93M	\$102M	\$119M
Funding Needed **	\$75	\$77	\$93	\$102	\$119
Phase 4-5. Full Landscape Amenities and Buildings (2031+)	\$87M	\$107M	\$121M	\$137M	\$150M
Funding Needed **	\$87	\$107	\$121	\$137	\$150
Total	\$401M	\$453M	\$525M	\$569M	\$656M
Total Funding Needed **	\$360	\$412	\$484	\$528	\$615
Annual Structure O&M (est.)	\$4M	\$5M	\$6M	\$7M	\$7M
Annual Amenities O&M (est.)	\$10M	\$11M	\$13M	\$15M	\$16M

**Current
commitment
needed**

**May be
committed now
for inclusion in
TxDOT letting
package, or
added via
change order
later (with
additional cost)**

*Design fees are approximate pending verification from TxDOT

** Accounts for \$41M SIB Loan