

15. Public Meetings

Red Line Trail Meeting Notes

Comments:

- Suggest intersections with waist high crossings buttons (Albuquerque, NM example)
- Erosion across path after rain – who maintains paths to clear this and can we design to keep this from happening (plant material, grading, etc)
- Suggest including a temporary method of turning around at trail's end instead of abrupt stop. Maybe even temporary signage notifying end of trail in so many feet.
- Domain to trail connection
- Park and Ride access at IBM
- Retail and trail amenities (such as water and bathrooms) along trail – Crestview Trail stop was cited as a good example of retail available to trail users.
- Indianapolis Trail System was cited as an example
- Please add road names to maps

Question and Answers:

Question: Any thought to keep the trail going so it isn't a dead end?

Response: We are talking with Bike Program to see what we can do about further connectivity. A turnaround is potential.

Question: Any thought to adding lighting or call boxes?

Response: The Urban Trails Master Plan (UTMP) mentions lighting and we plan on including it for this project because it's used for commuting. Other trails may have it in the future . Regarding call boxes, use signage because people have their cell phones and it will indicate where you are. We're working through who responds to emergencies and naming bridges to help location people.

Question: How close to the tracks?

Response: Minimum diff of 25ft from edge of railroad to trail. We can maintain that but it might be difficult in some places. Area near City facility is trickiest. Space at skinniest is about 35ft. We're looking at screening options.

Question: Does plan take into account what else is there. SWCT is like a mudslide. Ppl shovel it occasionally.

Response: We have to address that during the design phase.

Question: Is it 5 million just for this section? How long?

Response: Yes. This section is 1.5 miles.

Question: Why is this trail wider?

Response: The old standard is 10 feet wide, the UTMP says 12 feet. We receive a lot of comments about wanting wider space. There's higher density here and we're expecting higher

usage. The UTMP allows for this based on density . The Lance Armstrong Bikeway is 18 in some areas.

Question: What happens in meantime top northern ends? Is there a way to join other than going to park?

Response: The plan is to have bridge over trail and split. One going left and one right. Trail will have a 3-way tie-in. There may be shared work with nearby apartments. Tie in to get across that crossing. Plan for continuing north.

Question: Is this tied into IBM's Broadmoor development?

Response: They're fine with us in that portion and want to work with us to incorporate the trail into their plans. We'll be ahead of IBM's work as they're looking at two years from now. Talk of putting train stop there is another reason why we're on that side.

Question: How to get from domain to trail or vice versa? Park and ride? Retail usage?

Response: Limited land for parking. We're trying to get it so people can ride to trail. On street infrastructure is so important. We've talked about IBM parking. Looking for options but don't have a ton yet. There may be amenities possible in the future.

Question: Northern part of Walnut up to Amherst?

Response: We're in construction on one part of it and hopefully by the ends of next year that will be complete.

Question: Is that City property on other side of Top Golf?

Response: Yes, but we'd have to be able to stop rail traffic. Facility is ours but CapMetro uses it. From rail to buildings there's a 75ft setback, actual rail is 40 or 60ft right away. At most 25ft. That location has water and rail crossing issues. Other side only has water and could be handled with small culvert.

Question: How to smooth crossing gap? Maybe the City could run a design competition for ideas.

Response: The rail line itself requires gap. We're looking at options. We're looking at either side. Hybrid intersection is great for pedestrians but not drivers.

Question: When is the projected Northern Walnut Creek Trail to Amherst going to be complete?

Response: Late 2018, early 2019. Funded by 2012 bonds.

Question: What about the Southern Walnut Creek Trail to Manor

Response: We're at 95 percent design but have no funding for construction.

Question: Will CapMetro kick in funds?

Response: No, but they'll allow us to keep that space if the Kramer station moves.

Question: What about permeable materials?

Response: They're hard to clean. They require more maintenance. Cheaper in beginning but the long-term costs are higher. We're considering it in certain areas. Water quality isn't a big issue because bikes and pedestrians don't pollute the same way vehicles do. Sediment issues will increase. Ideally, we'd like to move that sediment off track.

Question: What about using asphalt?

Response: Asphalt is difficult to maintain. Cars compact and maintain asphalt which helps on roads. The Seabrook Split areas for asphalt trail requires more maintenance. Asphalt is also high heat. Shoal Creek has asphalt and concrete ribbons. Grass grows through the asphalt and can be an issue.



COMMENTS? QUESTIONS? FEEDBACK?

Red Line Trail • Urban Trails Program

Name: Ephraim Taylor

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Please let us know if you'd like to receive email updates about the following:

Red Line Trail

2016 Mobility Bond

Comments:

Would like to know if S. end of Red Line Trail (@ Beaker) will tie into proposed bicycle infrastructure along Burnet Rd. and/or provide connectivity to Shoal Creek Trail. Future boards would be nice to see how Red →

Comments (cont.):

Line Trail will connect into current/future on-street bicycle infrastructure.