
VIOLET CROWN TRAIL PUBLIC MEETING II
MEETING SUMMARY

Meeting Date: 01/13/2015

Meeting Location: Hampton Branch Library

1 MEETING SUMMARY

1.1 PRESENTERS

Name	Title	Organization
Chad Crager	Community Services Division Manager	Public Works
Butch Smith	Violet Crown Trail Project Manager	Hill Country Conservancy
Kevin Sweat	Supervising Engineer	Public Works
Andrew Creel	Project Manager	Alan Plummer Associates, Inc.

Also in attendance: Urban Trails Project Manager, Nadia Barrera, VCT Project Manager Tony Lopez and Public Information Specialist Alexandria Bruton

1.2 MEETING PURPOSE

The purpose of this meeting was to receive community feedback on the draft Preliminary Engineering Report (PER). The focus is on the section of the trail that extends from Home Depot Blvd to The Shops at Arbor Trails development. In addition, staff presented the different alternative routes and explained why the recommended route was selected. This is the second and final presentation directly to citizens.

- Meeting Start: 6:30 p.m.
- Meeting Scheduled End: 8:00 p.m.
- Meeting Actual End: 8:35 p.m.
- Total Attendees: 90

1.3 MEETING NOTES

The meeting began with a presentation from Public Works, Hill Country Conservancy and Alan Plummer Associates, Inc. staff. The presentation was followed by a rigorous question and answer session with attendees. Nadia Barrera and Tony Lopez provided support during the Q&A session. The majority of the questions and comments from attendees expressed concern about the proximity of this section of the trail to their homes. Attendees were also concerned about the safety of the crossings at William Cannon Dr. and at Brush Country Rd. In addition, attendees asserted the importance of keeping traffic out of their neighborhood, in particular on Sanderson Rd. and Yellow Rose Trail. Sanderson Rd. also floods after rains and retention ponds have been recently added.

Attendees suggested postcards and more community meetings may be necessary to keep affected residents informed.

2 RECORDED QUESTIONS AND RESPONSES

- **Why not take the route down the east side of MoPac?**
 - Staff Response
This route doesn't address connectivity to the retail and dining options, which makes the trail appealing. Being directly next to a frontage road is also not desirable. In addition, there is constant right turning traffic at the intersection and commercial driveways, creating a safety hazard..

- **All parking lots in this area are packed. Speed isn't an issue, congestion is. Can you close Sanderson Road? Can parking on Yellow Rose Trail be prohibited to one side only?**
 - Staff Response

Closing an entire road is a complicated issue. The Austin Fire Department and Austin Police Department may have concerns about this. We want to create a solution that doesn't push parking deeper into the neighborhood. We would also like to direct trail users to park at trail heads through the use of appropriate wayfinding and signage. We would like to work with adjacent businesses to provide signage on their property and to encourage parking at commercial retail parking lots. Additionally, staff would like to encourage accessing the trail by active transportation modes. This can be accomplished by creating safe connections to adjacent neighborhoods.
- **How many people are expected to use this trail? There is some contradiction in what you've presented.**
 - Staff Response

While this will be a regional trail, staff does not anticipate it will be a regional attraction. The function of the trail will be much more of a place to go through, rather than a place to go to. We anticipate that residents in the surrounding areas will find this section of the trail most useful to them. Studies show that overtime, residents are happy to have urban trails near their homes. This is not a destination trail; residents should not expect traffic similar to that around Barton Creek.
- **Are there any other options besides route 3 and 3a?**
 - Staff Response

At this point, these are the two options staff is recommending. We are still in the draft phase of the PER and there may be small changes in the design phase. For example: additional vegetation, improved drainage and water quality features and consideration of parking and trailhead alternatives. However, we prefer not to shift the alignment around.
- **How will the traffic be addressed?**
 - Staff Response

Traffic is high on the project team's priority list. As we move forward with design, traffic issues and solutions will be addressed more extensively. The traffic study has not been conducted yet. The lights at the crossings will be addressed as we move into the design phase. This may include a separate bicycle and pedestrian phase at signalized crossings or a refuge island in the medians that would allow pedestrians and bicyclists to cross in two phases.
- **What happens during the presentations to boards and commissions?**
 - Staff Response

We present a similar presentation the boards and commissions. The boards can make a recommendation to council on this trail. This meetings are open to the public and will be posted on the VCT website.
- **What about the flood plains? Who is the contact at Watershed?**
 - Staff Response

We are working closely with a developer and the Watershed Protection department to ensure we're sensitive to flood plain concerns. Our main contact at the Watershed Department is Erin Wood.
- **I hope the City is thinking long term, especially considering the rapid growth in Austin. Is there a plan for a pedestrian and cyclist only crossing at William Cannon?**
 - Staff Response

Growth is a valid concern. We can consider putting a ped and cyclist only crossing in the long-term plan.

- **How can we stay updated on the VCT?**
 - Staff Response
Visit austintexas.gov/urbantrails to find the VCT webpage. From there, you can also sign up for our e-newsletter.
- **The graffiti on the MoPac Bicycle Bridge is unsightly. What will be done?**
 - Staff Response
Once construction is complete, the graffiti should be obscured by the bridge.